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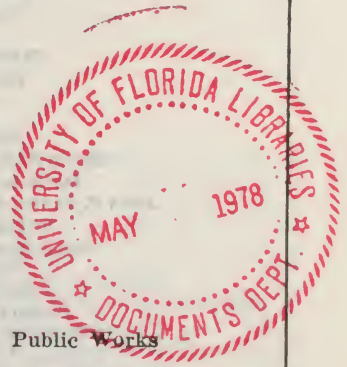
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COMMITTEE ON PUBLIC WORKS  
AND TRANSPORTATION  
HOUSE OF REPRESENTATIVES

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LEGISLATIVE HISTORY  
NINETY-FOURTH CONGRESS

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ADJOURNED DECEMBER 19, 1975  
SECOND SESSION { CONVENED JANUARY 19, 1976  
ADJOURNED OCTOBER 1, 1976



Printed for the use of the Committee on Public Works  
and Transportation

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PROVISION OF THE RULES OF THE HOUSE OF REPRESENTATIVES APPLICABLE TO COMMITTEE ACTIVITIES—JURISDICTION OF THE HOUSE COMMITTEE ON PUBLIC WORKS AND TRANSPORTATION

“RULE X

“ESTABLISHMENT AND JURISDICTION OF STANDING COMMITTEES

“The Committees and Their Jurisdiction

“1. There shall be in the House the following standing committees, each of which shall have the jurisdiction and related functions assigned to it by this clause and clauses 2, 3, and 4, and all bills, resolutions, and other matters relating to subjects within the jurisdiction of any standing committee as listed in this clause shall (in accordance with and subject to clause 5) be referred to such committees, as follows:

\* \* \* \* \*

“(p) Committee on Public Works and Transportation.

“(1) Flood control and improvement of rivers and harbors.

“(2) Measures relating to the Capitol Building and the Senate and House Office Buildings.

“(3) Measures relating to the construction or maintenance of roads and post roads, other than appropriations therefor; but it shall not be in order for any bill providing general legislation in relation to roads to contain any provision for any specific road, nor for any bill in relation to any other specific road.

“(4) Measures relating to the construction or reconstruction, maintenance, and care of the buildings and grounds of the Botanic Gardens, the Library of Congress, and the Smithsonian Institute.

“(5) Measures relating to the purchase of sites and construction of post offices, customhouses, Federal courthouses, and Government buildings within the District of Columbia.

“(6) Oil and other pollution of navigable waters.

“(7) Public buildings and occupied or improved grounds of the United States generally.

“(8) Public works for the benefit of navigation, including bridges and dams (other than international bridges and dams).

“(9) Water power.

“(10) Transportation, including civil aviation except railroads, railroad labor, and pensions.

“(11) Roads and the safety thereof.

“(12) Water transportation subject to the jurisdiction of the Interstate Commerce Commission.

“(13) Related transportation regulatory agencies, except (A) the Interstate Commerce Commission as it relates to railroads; (B) Federal Railroad Administration; and (C) Amtrak.”

(IX)

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## FOREWORD

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Pursuant to clause 28 of Rule XI of the House of Representatives the Committee on Public Works and Transportation reports herein on its activities during the 94th Congress. Included are:

- (1) Bills and resolutions enacted into law;
- (2) Bills approved by the House but not acted upon by the Senate;
- (3) Bills reported to the House but not acted upon;
- (4) Bills approved by the House and Senate which did not receive final action.

Also contained is a report on the activities of the Subcommittee on Investigations and Review.

852 bills were referred to the committee during the 94th Congress on such diverse subjects as navigation improvements, flood control, beach erosion, hurricane protection, disaster relief, highways and highway safety, mass transportation, public buildings, water supply, public works and economic development, Appalachian regional development, uniform relocation assistance and real property acquisition policies act, motor carrier safety, aviation and aviation safety, airport construction, water transportation subject to the jurisdiction of the Interstate Commerce Commission and related transportation regulatory agencies.

The Committee approved 65 Public Buildings Projects Resolutions, 49 Water Resource Survey Resolutions, 19 Water Resource Project Resolutions, 1 Water Resource Project Modification, and 26 Watershed Projects.

The committee and its subcommittees held 269 meetings in Washington and in the field for a total time of all meetings of 735 hours, 15 minutes. There were 18 field hearings included in the total.

Each subcommittee produced major legislation which was enacted into law. Among the major bills enacted are:

The Federal-aid Highway Act of 1976 which authorized substantial sums for highway construction until 1990; the Airport and Airway Development Act Amendments of 1976 which addressed the continuing need for development of a national system of airports and airways; the Water Resources Development Act of 1976 which authorizes navigation and flood control projects; extension of the authorization of the Public Works Employment Act of 1976; the John F. Kennedy Center appropriation authorization; supplemental authorization for the Library of Congress James Madison Building; and legislation increasing from \$5 billion to \$15 billion the amount of bonds which may be issued by the Tennessee Valley Authority.

My sincere thanks go to all Committee members for their splendid cooperation in all our endeavors.

A special word of thanks is due the subcommittee chairmen: Congressman Glenn M. Anderson, Chairman of the Subcommittee on Aviation; Congressman Robert A. Roe, Chairman of the Subcommittee on Economic Development; Congressman Jim Wright, Chairman of the Subcommittee on Investigations and Review; Congressman Bo Ginn, Chairman of the Subcommittee on Public Buildings and Grounds and his predecessor, Congressman Teno Roncalio, who served as chairman until February 26, 1976; Congressman James J. Howard, Chairman of the Subcommittee on Surface Transportation; and Congressman Ray Roberts, Chairman of the Subcommittee on Water Resources.

My heartfelt appreciation goes to Congressman Jim Wright, who ably served as ranking member of the committee and Congressman William H. Harsha, who served well as the ranking minority member of the committee.

To the fine staff of the committee, I say thank you for a job well done.

ROBERT E. JONES,  
*Chairman.*



BILLS ENACTED INTO PUBLIC LAW

Law No.	Date enacted	Bill No.	Title
94-30.....	June 4, 1975....	H.R. 3786	To authorize the increase of the Federal share of certain projects (highways) under title 23, United States Code. (Hearing No. 94-1.)
94-84.....	Aug. 9, 1975....	H.R. 4241	To designate a Federal office building in Chicago, Ill., as the "John C. Kluczynski Federal Building." (Hearing not printed.)
94-90.....	Aug. 9, 1975....	H.R. 8564	To amend the Federal Aviation Act of 1958 relating to war risk insurance. (Hearing No. 94-17.)
94-101.....	Oct. 2, 1975....	S. 2270	Authorizing additional appropriations for prosecution of projects in certain comprehensive river basin plans for flood control, navigation, and for other purposes. (Enacted in lieu of House bill, H.R. 8757, Hearing No. 94-16.)
94-119.....	Oct. 21, 1975....	H.R. 6151	To authorize appropriations for services necessary to nonperformance arts functions of the John F. Kennedy Center. (Hearing No. 94-10.)
94-139.....	Nov. 28, 1975....	H.R. 9472	To amend sec. 15d of the Tennessee Valley Authority Act of 1933 to increase the amount of bonds which may be issued by the Tennessee Valley Authority, and for other purposes. (Hearing No. 94-20.)
94-147.....	Dec. 12, 1975....	S. 1245	To amend sec. 218 of title 23, United States Code. (Alaska Highway.)
94-154.....	Dec. 16, 1975....	S. 364	Relating to certain Forest Service timber sale contracts involving road construction. (Hearing No. 94-11.)
94-188.....	Dec. 31, 1975....	H.R. 4073	To extend the Appalachian Regional Development Act of 1955 for an additional 2-fiscal-year period. (Hearing No. 94-2.)
94-196.....	Dec. 31, 1975....	H.R. 11184	To amend title 3, United States Code, to provide for foreign diplomatic missions, to increase the size of the Executive Protective Service, and for other purposes. (Hearing not printed.)
94-219.....	Feb. 27, 1976....	H.R. 11645	To amend the Act of Oct. 19, 1965, to provide additional authorization for the Library of Congress James Madison Memorial Bldg. (Hearing not printed.)
94-221.....	Feb. 27, 1976....	S. 270	To authorize the Secretary of Transportation to release restrictions on the use of certain property conveyed to the city of Elkhart, Kans., for airport purposes. (Enacted in lieu of House bill, H.R. 2740, Hearing No. 94-27.)
94-234.....	Mar. 17, 1976....	H.R. 8508	To authorize the Secretary of Transportation to release restrictions on the use of certain property conveyed to the city of Camden, Ark., for airport purposes. (Hearing No. 94-27.)
94-238.....	Mar. 23, 1976....	H.R. 12193	To amend the Federal Water Pollution Control Act to increase the authorization for the National Study Commission.
94-242.....	Mar. 24, 1976....	H.R. 1313	To authorize the Secretary of Transportation to release restrictions on the use of certain property conveyed to the city of Rolla, Mo., for airport purposes. (Hearing No. 94-27.)
94-243.....	Mar. 24, 1976....	H.R. 2575	To authorize the Secretary of Transportation to release restrictions on the use of certain property conveyed to the city of Algona, Iowa, for airport purposes. (Hearing No. 94-27.)
94-244.....	Mar. 24, 1976....	H.R. 3440	To clarify authorization for the approval by the Administrator of the Federal Aviation Agency of the exchange of a portion of real property conveyed to the city of Grand Junction, Colo., for airport purposes. (Hearing No. 94-27.)
94-245.....	Mar. 24, 1976....	H.R. 9617	To authorize the Secretary of Transportation to release restrictions on the use of certain property conveyed to the city of Alva, Okla., for airport purposes. (Hearing No. 94-27.)
94-280.....	May 5, 1976....	H.R. 8235	Federal-Aid Highway Act of 1976. (Hearing No. 94-21, 2 vols.)
94-318.....	June 25, 1976....	S.J. Res. 201	To authorize and direct the Secretary of the Army, acting through the Chief of Engineers, to undertake dredging operations for Operations Sail.
94-320.....	June 25, 1976....	S. 3161	To authorize the Secretary of the Interior, with the approval of the Architect of the Capitol, to locate flag poles on the U.S. Capitol Grounds in order to fly the flag of each of the States of the United States, and its territories and possessions.
94-347.....	July 8, 1976....	H.R. 12545	Authorizing additional appropriations for prosecution of projects in certain comprehensive river basin plans for flood control, navigation, and for other purposes. (Hearing No. 94-42.)
94-353.....	July 12, 1976....	H.R. 9771	Airport and Airway Development Act Amendments of 1976.
94-369.....	July 22, 1976....	S. 3201	Local Public Works Employment Act.
94-374.....	July 31, 1976....	H.R. 13308	To extend the authority of the Secretary of Transportation with respect to war risk insurance.
94-382.....	Aug. 12, 1976....	S. 3589	To designate the Federal Office building located in Manchester, N.H., as the Norris Cotton Bldg. (Enacted in lieu of House bill, H.R. 14545.)

## XIV

## BILLS ENACTED INTO PUBLIC LAW

Law No.	Date enacted	Bill No.	Title
94-474.....	Oct. 11, 1976....	S. 2991	Hazardous Materials Transportation Act amendment. (Enacted in lieu of House bill, H.R. 13124, hearing No. 94-46.)
94-476.....	Oct. 11, 1976....	S. 1971	To designate the plaza area of the Federal building, Portland, Oreg. the "Terry Schrunck Plaza." (Enacted in lieu of House bill, H.R. 13727.)
94-487.....	Oct. 12, 1976....	S. 2228	To amend the Public Works and Economic Development Act of 1965 to extend the authorization for a 3-year period. (Enacted in lieu of House bill, H.R. 9398, hearing No. 94-24.)
94-481.....	Oct. 11, 1976....	H.R. 12118	To amend the Independent Safety Board Act of 1974 to authorize additional appropriations and for other purposes. (Hearing No. 94-41.)
94-498.....	Oct. 14, 1976....	H.R. 12927	To designate a Federal building and U.S. post office in Jasper, Ga., as the "Phil M. Landrum Federal Bldg. and Post Office."
94-500.....	Oct. 14, 1976....	H.R. 14503	To name the new post office in Youngstown, Ohio, the "Michael J. Kirwan Post Office."
94-501.....	Oct. 14, 1976....	H.R. 15546	To designate the "Ray J. Madden Post Office Bldg."
94-506.....	Oct. 15, 1976....	H.R. 11303	To designate the "Herman T. Schneebeli Federal Bldg."
94-507.....	Oct. 15, 1976....	H.R. 14956	To designate the "Joe L. Evins Post Office and Federal Bldg."
94-510.....	Oct. 15, 1976....	S. 999	To designate the Federal office building located in Dover, Del., as the "J. Allen Frear Bldg." (Enacted in lieu of House bill, H.R. 4847.)
94-512.....	Oct. 15, 1976....	H.R. 2749	To name a portion of the site of the Anthony J. Celebrezze Federal Bldg., in Cleveland, Ohio, the "George Washington Square."
94-513.....	Oct. 15, 1976....	H.R. 4206	To designate the new Federal building in Albuquerque, N. Mex., as the "Senator Dennis Chavez Federal Bldg."
94-515.....	Oct. 15, 1976....	H.R. 14977	To name the Federal office building in Athens, Ga., the "Robert G. Stephens Federal Bldg."
94-516.....	Oct. 15, 1976....	H.R. 15582	To name the Federal office building in Bluefield, W. Va., the "Elizabeth Kee Federal Bldg."
94-538.....	Oct. 18, 1976....	S. 2533	To provide that the lake formed by the lock and dam referred to as the "Jones Bluff lock and dam" on the Alabama River, Ala., shall hereafter be known as the "R. E. 'Bob' Woodruff Lake." (Enacted in lieu of House bill, H.R. 10811.)
94-541.....	Oct. 18, 1976....	S. 865	Public Buildings Cooperative Use Act of 1976. (Enacted in lieu of House bill, H.R. 15134, hearing No. 94-58.)
94-543.....	Oct. 18, 1976....	S. 3063	Designating Ozark lock and dam on the Arkansas River as the "Ozark-Jeta Taylor lock and dam."
94-558.....	Oct. 19, 1976....	S. 3894	Amendment to Federal Water Pollution Control Act relative to loan guarantees for non-Federal share of waste treatment works.
94-587.....	Oct. 22, 1976....	S. 3823	Water Resources Development Act of 1976. (Enacted in lieu of House bill, H.R. 15636, hearing No. 94-68.)

## BILLS APPROVED BY THE HOUSE BUT NOT ACTED UPON BY THE SENATE

H.R. 13948—Will M. Whittington Waterways Experiment Station.

H.R. 5620—Construction of Mint Building.

H.R. 9444—Glenn Cunningham Federal Building.

H.R. 9348—W. R. Poage Federal Building.

H.R. 15686—James J. Rowley Training Center.

H.R. 15116—Amends Federal Aid Highway Act of 1976 to establish an obligation limitation for highway programs.

H.R. 3787—Amends Title 23, United States Code, relating to the preparation of certain statements on highway projects in the States of New York, Vermont and Connecticut.

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 BILLS REPORTED TO THE HOUSE BUT NOT ACTED UPON

H.R. 10179—John A. Blatnik Lock. (H. Rept. 94-1696.)

H.R. 13247—Arthur H. Vandenberg Building. (H. Rept. 94-1589.)  
(S. 3844.)

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 BILLS APPROVED BY THE HOUSE AND SENATE WHICH DID NOT RECEIVE  
FINAL ACTION

H.R. 14360—To amend JFK Center Act to authorize funds for repair, reconstruction, and for other purposes. Aug. 2, 1976, passed House; Sept. 30, 1976, passed Senate, amended. Oct. 1, 1976. House concurred in Senate amendments with amendment and returned measure to the Senate. Oct. 1, 1976, Senate insisted on its amendments and returned to House.

H.R. 8228—Amendments to Federal Aviation Act of 1958. Feb. 17, 1976, passed House; Sept. 15, 1976, passed Senate, amended; Sept. 30, 1976, House concurred in Senate amendments with amendment and returned to the Senate; Oct. 1, 1976, Senate agreed to House amendment to the Senate amendment with amendment and returned to the House.





## ANALYSIS OF BILLS ENACTED INTO PUBLIC LAW

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### FEDERAL-AID HIGHWAY FUNDS

(Public Law 94-30)

Over the years, the Federal government and the various State governments have shared in the responsibility for financing and administering the Federal-aid highway program.

The condition of the economy had restricted the capability of some States to match available Federal Funds.

From August, 1974, to February, 1975, the unemployment rate rose from 5.4 percent to 8.2 percent. Unemployment in the construction industry rose from 11.3 percent to 15.9 percent during the same period.

Recognizing the high job generating capacity of highway construction and the inability at this time of State government to meet their share of the cost of such highway construction, this Act called for the Federal government to temporarily assume 100 percent of the cost of such highway construction. The period covered by this Act was from February 12, 1975 to September 30, 1975.

The Act required that any increase in the Federal share of a State's construction costs which are made pursuant to this Act be repaid by the State receiving such increase by January 1, 1977, as a condition for Federal approval of future highway projects of such States.

### JOHN C. KLUCZYNSKI FEDERAL BUILDING

(Public Law 94-84)

John C. Kluczynski was elected to the U.S. House of Representatives on November 7, 1950, and reelected to each succeeding Congress until his death on January 27, 1975. He served for over 24 years on the House Public Works Committee, the last 10 years of which he spent as the Chairman of the Subcommittee on Transportation and its predecessor the Subcommittee on Roads. Congressman Kluczynski also served admirably as a Member of the House Select Committee on Small Business; Chairman of the Small Business Problems and Smaller Towns and Urban Areas Subcommittee; and Chairman of the House Restaurant Committee.

John Kluczynski was the dean of Chicago's congressional delegation and was loved and respected by all. He served the Congress and his constituents with commitments and devotion and was always a credit to the Congress he loved so much. Therefore it is fitting to designate the Federal office building at 230 South Dearborn Street, Chicago, Illinois, as the "John C. Kluczynski Federal Building".

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## WAR RISK INSURANCE EXTENSION

(Public Law 94-90)

The premium war risk insurance program is intended to provide, through the Secretary of Transportation, coverage for American air carriers in addition to what is available commercially. The coverage of war risk is necessary because the ordinary aviation insurance policy covers only the usual perils of fire, damage, and other risks, and excludes certain named "war risks" from coverage.

This Act provides, under the Federal Aviation Act, that upon the request of the Secretary of Transportation, the Secretary of the Treasury may invest all or any part of the war risk insurance revolving fund in interest-bearing securities of the United States. This earned interest would augment the fund.

Under this Act the authority of the Secretary of Transportation to provide such insurance terminates on May 7, 1976.

The President is directed to conduct a full and complete investigation and study of the possible expansion of the war risk insurance program to provide riot insurance, and to report the results to the Congress within 90 days.

## RIVER BASIN PROGRAMS

(Public Law 94-101)

This Act authorizes appropriations not to exceed \$186,000,000 for certain projects within comprehensive river basin plans previously approved under the Flood Control Act of 1936 and 1938. The present bill enables work to proceed on Corps of Engineers projects acting under the Secretary of the Army involving a positive cost-benefit ratio. These projects will provide flood control, navigation, power, and recreation resources to the areas served.

The four river basins and amounts authorized are:

Basin	Date	Amount
Arkansas River Basin.....	June 28, 1938	\$4,000,000
Mississippi River and tributaries.....	May 15, 1928	158,000,000
North Branch Susquehanna River Basin.....	July 3, 1985	22,000,000
Santa Ana River Basin.....	June 22, 1936	2,000,000

Note: Total amount authorized to be appropriated by this section shall not exceed \$185,000,000.

## JOHN F. KENNEDY CENTER APPROPRIATION AUTHORIZATION

(Public Law 94-119)

Section 10 of the Public Buildings Amendments of 1972 approved June 16, 1972, added a new subsection (e) to section 6 of the John F. Kennedy Center Act. The new subsection directed the Secretary of the Interior, acting through the National Park Service, to provide maintenance, security, information, interpretation, janitorial, and all other services necessary to the nonperforming arts functions of the John F. Kennedy Center for the Performing Arts. It authorized such sums

as may be necessary to carry out these functions for the fiscal year ending June 30, 1973. Section 6 was amended on July 10, 1973, by Public Law 93-67 which authorized \$2,400,000 for the fiscal year ending June 30, 1974, and \$2,500,000 for the fiscal year ending June 30, 1975, to carry out the nonperforming arts functions of the Center.

This Act authorizes appropriations of \$2,800,000 for fiscal year 1976, \$471,000 for the transition period through September 1976, and \$3,100,000 for fiscal year 1977, to carry out the nonperforming arts function of the Kennedy Center.

## TVA BONDING AUTHORITY

(PUBLIC LAW 94-139)

Electric power is one of the great resource tools provided by the Tennessee Valley Authority within its region. However, the importance of the TVA power system is not limited to the area in which it operates. The TVA system, which with 26.7 million kilowatts of generating capacity is the Nation's largest, is interconnected at 27 points with neighboring systems. In a time of power emergency TVA could have a definite impact upon the power supply conditions from the Great Lakes to the Gulf of Mexico and from New England to Oklahoma to Texas.

In addition, the number of residential customers of the TVA has increased from about 1,225,000 in 1959 to well over 2 million in 1975, and their power needs more than tripled from 9.4 billion kilowatt-hours in that period. The requirements of business and industry for electricity have also tripled, from 16.5 billion kilowatt-hours in 1959 to 50.1 billion kilowatt-hours in fiscal year 1975.

Recognizing increased demand for service provided and the importance of such service, this Act calls for an increase from \$5,000,000,000 to \$15,000,000,000 the amount of bonds which may be issued by the Tennessee Valley Authority under the Tennessee Valley Act. This increase will help insure the continued ability of the TVA to meet its responsibilities.

## ALASKA HIGHWAY RECONSTRUCTION AND RIGHT OF WAY

(PUBLIC LAW 94-147)

The Federal-Aid Highway Act of 1973 authorized necessary reconstruction work on the Alaska Highway extending through Canada to the Southern border of Alaska. The Act required that prior to the expenditure of funds the United States and Canada must agree on certain points including that the right of way provided by the Canadian Government "shall forever be held inviolate as a part of such highways in public use".

This provision cannot be agreed to by the Canadian Government.

An appropriation of \$4,825,000 for fiscal year 1975 for Alaska highway reconstruction cannot be obligated until the two governments conclude a final agreement.

This Act makes the necessary change in law by removing the requirement in section 218(a)(1) of the 1973 Act that the right-of-way shall forever be inviolate.



## FOREST SERVICE ROAD CONSTRUCTION

(Public Law 94-154)

This Act would permit purchasers of National Forest Service timber greater flexibility in recovering costs incurred in the construction of roads to provide access to timber.

Prior to this Act a timber operator was allowed to offset the cost of road construction in the process of reimbursing the Forest Service for timber cut. However, the timber operator was allowed to use this purchaser credit only on timber cut within the same tract as the road construction performed.

This Act allows the timber operator to apply the purchaser credit to timber cut in another tract within the same forest.

This change of the law alleviates a cash flow problem in an industry that has been beset by severe economic problems and problems of unemployment created by fluctuations in demand for housing construction.

## REGIONAL DEVELOPMENT ACT OF 1975

(Public Law 94-188)

This Act continues the unique and effective Federal-State-local partnership begun under the Appalachian Regional Development Act of 1965. Recognizing that economic problems transcend government jurisdictions and are oftentimes best attacked through a regional approach, a decision making structure has been instituted for this purpose. Several States sharing common economic problems are able to plan and coordinate with the Federal government, through Regional Development Commissions, grants geared to their needs.

### *Title I—Appalachian Regional Development Act Amendments of 1975*

Appropriations are authorized for administrative expenses of the Commission of \$4,600,000 through September 30, 1977, and \$5,000,000 for the next two fiscal years.

Various programs are outlined in this title to aid the Appalachian Region to help themselves develop new employment and industry for lasting economic improvement to the region.

Highway authorizations are increased from \$180,000,000 for fiscal year 1978 to \$250,000,000 for that fiscal year and \$300,000,000 for fiscal year 1979, \$300,000,000 for fiscal year 1980, and \$170,000,000 for fiscal year 1981. A 200 mile increase in developmental highway mileage is authorized.

The Secretary of Housing and Urban Development is authorized to make grants and loans from the Appalachian Housing Fund to non profit, limited dividend, or cooperative organizations, and public bodies for planning and obtaining federally insured mortgage financing for housing construction or rehabilitation projects for low and moderate-income families and individuals.

Grants are authorized for education projects which will serve to demonstrate areawide educational, planning, services, and programs, with special emphasis on vocational and technical education, career education, guidance and counseling.



Authorizations are made in the amount of \$340,000,000 for the period July 1, 1975, through September 30, 1977, and \$300,000,000 for the two fiscal year period ending September 30, 1979, for programs other than highway programs.

The Act allows for the acquisition of health service facilities previously operated for profit where the Commission finds that without this acquisition the health services would no longer be provided in the area served by the facility.

The structure and decision making process of the Appalachian Regional Development Commission are also addressed in this Act. Provisions are included to provide for a strengthened relation between the State and local communities in design and implementation of development plans. Further, the Act calls for programs adopted to adhere to the Commission's regional plans.

*Title II—Regional Action Planning Commission Improvement Act of 1975*

Appropriations are authorized for Federal grant-in-aid programs, under the Public Works and Economic Development Act, through September 1977.

This title authorizes each Commission to conduct studies of the transportation needs of its region. The Commissions are allowed to make grants for the purpose of planning and conducting transportation demonstration projects. Grants are authorized for the conducting of region wide energy related demonstration projects.

This Act adds California, Texas, the Commonwealth of Puerto Rico, and the Virgin Islands as exceptions to the requirement that a region must be within contiguous States to be designated an economic development region. Texas and California can be designated single State commissions if they otherwise meet the requirements of an economic development region.

Congressional intent is expressed to the Secretary that he encourage the formation of a regional commission along the Mexican Border in the States of Texas, Arizona, New Mexico, and California.

EXECUTIVE PROTECTION SERVICE OF FOREIGN DIPLOMATIC MISSIONS

(Public Law 94-196)

The Executive Protective Service (EPS) is the uniformed branch of the United States Secret Service and provides protection for the Executive Mansion buildings and grounds; Executive Office building; temporary official residence of the Vice President; foreign diplomatic missions located in the Washington Metropolitan area and foreign diplomatic missions located outside the Washington Metropolitan area on a case-by-case basis as the President might direct.

This Act amends existing law to require the EPS to protect foreign diplomatic missions outside the metropolitan area of the District of Columbia in localities where there are located twenty or more such missions headed by full-time officers, except that such protection shall be provided only (A) on the basis of extraordinary protective need, (B) upon request of the affected metropolitan area, and (C) when the extraordinary protective need arises in association with a visit to or

occurs at a permanent mission to an international organization of which the United States is a member or an observer mission invited to participate in the work of such organization, provided that such protection may be extended at places of temporary domicile in connection with such a visit; and (8)".

Law enforcements activities, including the protection of foreign diplomatic missions outside the Metropolitan area of the District of Columbia, have always been the responsibility of local police departments, and this law does not intend to extend this authority to the EPS, unless the above requirements are met.

Thus, the Act would require the Secretary of the Treasury to provide the protective forces of the EPS, or in the absence of providing such forces, he may utilize, with their consent, on a reimbursable basis, the services, personnel equipment, and facilities of State and local governments, and is authorized to reimburse such State and local governments for providing such services. The appropriation for reimbursement to such governments is limited to \$3,500,000 for any fiscal year. Further, the Act increases the authorized personnel of the EPS from 850 to 1,200.

#### LIBRARY OF CONGRESS JAMES MADISON BUILDING

(Public Law 94-219)

This Act increases the authorized appropriations of \$90 million to complete the Library of Congress James Madison Building to \$123 million.

This will insure the Library of Congress continued growth and service to the Congress, the public, the academic community, and the Nation.

#### THE RELEASE OF AIRPORT PROPERTY RESTRICTIONS IN ELKHART, KANS.

(Public Law 94-221)

Following World War II various agencies of the United States, under authority of the Surplus Property Act of 1944 and later the Federal Airport Act, conveyed surplus property to communities to be used for airport purposes.

The deeds of conveyance under both the Surplus Property Act and the Federal Airport Act were made on the condition that the property interest conveyed reverted to the United States in the event that the lands in question were not developed or ceased to be needed for airport purposes.

This inability of the Secretary to release certain of the lands pursuant to the Federal Airport Act is in some cases detrimental to civil aviation. In these instances more property was conveyed than was reasonably necessary for continued operation of the airport.

This Act would allow the Secretary of Transportation to release 35 acres of such land in Elkhart, Kansas, for public recreational use, if Elkhart agrees to: (1) receive fair market value, as determined under



regulations issued by the Secretary, for any interest conveyed in the property so released; and (2) use the proceeds from the sale or lease of released property for the development, improvement, operation or maintenance of the airport.

#### THE RELEASE OF AIRPORT PROPERTY RESTRICTIONS IN CAMDEN, ARK.

(Public Law 94-234)

Following World War II various agencies of the United States, under authority of the Surplus Property Act of 1944 and later the Federal Airport Act, conveyed surplus property to communities to be used for airport purposes.

The deeds of conveyance under both the Surplus Property Act and the Federal Aviation Act were made on the condition that the property interest conveyed reverted to the United States in the event that the lands in question were not developed or ceased to be needed for airport purposes.

This inability of the Secretary to release certain of the lands pursuant to the Federal Aviation Act is in some cases detrimental to civil aviation. In these instances more property was conveyed than was reasonably necessary for continued operation of the airport.

This Act would allow the Secretary to release such land in Camden, Arkansas for an exchange of 3.24 acres of land originally conveyed for land of equal value to be used for establishing a needed safety clear zone if Camden agrees to; (1) receive fair market value, as determined under regulations issued by the Secretary, for any interest conveyed in the property so released; and (2) use the proceeds from the sale or lease of released property for the development, improvement, operation or maintenance of the airport.

#### NATIONAL STUDY COMMISSION APPROPRIATION AUTHORIZATION

(Public Law 94-238)

This Act amends the Federal Water Pollution Control Act to increase the National Study Commission appropriation authorization from \$17,000,000 to \$17,250,000.

The Commission was created by the Congress for the purpose of making a complete and full investigation and study of all the technological aspects of achieving, and all aspects of the total economic, social, and environmental effects of achieving or not achieving, the effluent limitations and goals of the Act.

#### THE RELEASE OF AIRPORT PROPERTY RESTRICTIONS IN ROLLA, MISSOURI

(Public Law 94-242)

Following World War II various agencies of the United States, under authority of the Surplus Property Act of 1944 and later the Federal Airport Act, conveyed surplus property to communities to be used for airport purposes.

The deeds of conveyance under both the Surplus Property Act and

Federal Airport Act were made on the condition that the property interest conveyed reverted to the United States in the event that the lands in question were not developed or ceased to be needed for airport purposes.

This inability of the Secretary to release certain of the lands pursuant to the Federal Airport Act is in some cases detrimental to civil aviation. In these instances more property was conveyed than was reasonably necessary for continued operation of the airport.

This Act would allow the Secretary to release such land in Rolla, Missouri, for the establishment of a 345 acre industrial park, which is an integral part of the city's economic development program, if Rolla agrees to; (1) receive fair market value, as determined under regulations issued by the Secretary, for any interest conveyed in the property so released; and (2) use the proceeds from the sale or lease of released property for the development, improvement, operation or maintenance of the airport.

#### THE RELEASE OF AIRPORT PROPERTY RESTRICTIONS IN ALGONA, IOWA (Public Law 94-243)

Following World War II various agencies of the United States, under authority of the Surplus Property Act of 1944 and later the Federal Airport Act, conveyed surplus property to communities to be used for airport purposes.

The deeds of conveyance under both the Surplus Property Act and Federal Airport Act were made on the condition that the property interest conveyed reverted to the United States in the event that the lands in question were not developed or ceased to be needed for airport purposes.

This inability of the Secretary to release certain of the lands pursuant to the Federal Airport Act is in some cases detrimental to civil aviation. In these instances more property was conveyed than was reasonably necessary for continued operation of the airport.

This Act would allow the Secretary to release such land in Algona, Iowa, for the establishment of an industrial park which is an integral part of the city's economic development program if Algona agrees to; (1) receive fair market value, as determined under regulations issued by the Secretary, for any interest conveyed in the property so released; and (2) use the proceeds from the sale or lease of released property for the development, improvement, operation or maintenance of the airport.

#### THE RELEASE OF AIRPORT PROPERTY RESTRICTIONS IN GRAND JUNCTION, COLO.

(Public Law 94-244)

Following World War II, various agencies of the United States, under authority of the Surplus Property Act of 1944 and later the Federal Airport Act, conveyed surplus property to communities to be used for airport purposes.



The deeds of conveyance under both the Surplus Property Act and Federal Airport Act were made on the condition that the property conveyed reverted to the United States in the event that the lands in question were not developed or ceased to be needed for airport purposes.

This inability of the Secretary to release certain of the lands pursuant to the Federal Airport Act is in some cases detrimental to civil aviation. In these instances more property was conveyed than was reasonably necessary for continued operation of the airport.

This Act would allow the Secretary to release approximately 21 acres of such land which would be exchanged for a similar parcel of equal value needed for readjustment of the airport's boundaries if Grand Junction agrees to: (1) receive fair market value, as determined under regulations issued by the Secretary, for any interest conveyed in the property as released; and (2) use the proceeds from the sale or lease of released property for the development, improvement, operation or maintenance of the airport.

#### THE RELEASE OF AIRPORT PROPERTY RESTRICTIONS IN ALVA, OKLA.

(Public Law 94-245)

Following World War II various agencies of the United States, under authority of the Surplus Property Act of 1944 and later the Federal Airport Act, conveyed surplus property to communities to be used for airport purposes.

The deeds of conveyance under both the Surplus Property Act and the Federal Airport Act were made on the condition that the property interest conveyed reverted to the United States in the event that the lands in question were not developed or ceased to be needed for airport purposes.

This inability of the Secretary of Transportation to release certain lands pursuant to the Federal Airport Act is in some cases detrimental to civil aviation. In these instances more property was conveyed than was reasonably necessary for continued operation of the airport.

This Act would allow the Secretary to release such land in Alva, Oklahoma, for the development of a 233 acre industrial park which is an integral part of the city's economic development program if Alva agrees to: (1) receive fair market value, as determined under regulations issued by the Secretary, for any interest conveyed in the property so released; and (2) use the proceeds from the sale or lease of released property for the development, improvement, operation or maintenance of the airport.

#### FEDERAL-AID HIGHWAY ACT OF 1976

(Public Law 94-280)

##### *Title I—Federal-Aid Highway Act*

This Act authorizes to be appropriated from the Highway Trust Fund for the purpose of expediting the construction, reconstruction, or improvement, inclusive of necessary bridges and tunnels, of the

Interstate System, including extensions thereof through urban areas, the additional sums of \$1,637,390,000 for the three-month transition quarter ending September 30, 1976, and \$3,250,000,000 for each of the fiscal years 1978 and 1979, and \$3,625,000,000 for each of the fiscal years 1980 through 1990.

Additionally, appropriations from the Trust Fund are authorized through fiscal year 1978 for Federal-aid highway systems in the United States, Guam, American Samoa, and the Virgin Islands. This includes appropriations for the Federal-aid primary and secondary systems in urban and rural areas for the control of outdoor advertising and for the control of junkyards.

The Act also extends the provisions for the placement of signs providing directional information about facilities providing goods and services in the interest of the public to the Federal-aid primary system. The Secretary of Transportation continues to be responsible for promulgating standards regulating the lighting, size, number, and spacing of such signs.

The Act provides for the allocation from funds appropriated for Federal-aid primary and secondary systems through fiscal year 1978 of specified amounts to be used by the States for highway construction training programs. There is also a provision for the acquisition of land for rest and recreation areas, and for the preservation and restoration of scenic beauty adjacent to the Federal-aid highways.

The Secretary is further directed to study the various factors involved in the planning, selection, programming, and implementation of Federal-aid urban system routes, and to study the need for special Federal assistance in the construction or reconstruction of highways on the Federal-aid system necessary for the transportation of coal or other uses in order to promote the solution of the Nation's energy problems.

The Act establishes the National Transportation Policy Study Commission which shall make a complete investigation of the transportation needs through the year 2000. The Commission is composed of 19 members drawn from the Senate, the House of Representatives, and the general public. The Commission must submit its findings to the President and the Congress by December 31, 1978, together with recommendations of policy objectives intended to insure that adequate transportation systems are in place to meet the needs for safe and efficient movement of goods and people.

### *Title II—Highway Safety Act*

Under this title appropriations are authorized through fiscal year 1978: (1) for highway safety programs; (2) for highway safety research and development; (3) for bridge reconstruction and replacement; (4) for projects for high hazard locations; (5) for the elimination of road side obstacles; (6) for programs relating to incentives for the reduction of traffic fatalities.

Appropriations are also authorized through fiscal year 1978 for projects for the elimination of hazardous railway-highway crossings. Further, additional incentive grants are authorized of up to 25% of the State's apportionment for a fiscal year or period to those States which have significantly reduced the actual number of traffic fatalities during the calendar year.



Under this title the Secretary is prohibited from requiring motorcycle operators or passengers 18 years of age or older to wear a safety helmet when operating or riding a motorcycle.

This Act eliminates the penalty which provided for the withholding of 10% of specified Federal-aid highway construction apportionments from a State for failure to implement a highway safety program approved by the Secretary.

Authority is conferred upon the Secretary with respect to implementation of State highway safety programs so that the Secretary is not compelled to require every State to comply with every uniform standard or with every element of the uniform standard. However, the penalty for failure to implement an acceptable State safety grant program would be reduction of at least 50 percent of a State's apportionment for the grant program, the amount of the reduction depending upon the gravity of the State's failure as determined by the Secretary.

#### OPERATION SAIL—NEW YORK HARBOR DREDGING OPERATION (Public Law 94-318)

This Act authorizes the Secretary of the Army, acting through the Chief of Engineers, to perform dredging necessary to allow the berthing of the tall ships visiting New York as part of Operation Sail.

#### U.S. STATE FLAG PLACEMENTS ON U.S. CAPITOL GROUNDS (Public Law 94-320)

This Act permits the Secretary of the Interior to erect and maintain flag poles on the Capitol Grounds adjacent to the Union Station Plaza to fly flags of each of the States of the United States, its territories and possessions. In addition, the Architect of the Capitol is authorized to enter into an agreement with the District of Columbia for the purpose of making certain street changes to improve the flow of traffic to and from the United States Capitol Grounds and the National Visitor Center and within Union Station Plaza.

#### RIVER BASIN PROGRAMS (Public Law 94-347)

This act authorizes additional appropriations not to exceed a total of \$602,000,000 for certain projects within comprehensive river basin plans previously approved under the Flood Control Act of 1936 and 1938. Money first approved for these plans was limited by the Congress in amount and for a specified number of years in order to review and control their development. Of the 29 basin plans subject to this limitation 13 required additional legislation for continuance of projects. The present bill enables work to proceed on 103 projects by the Corps of Engineers acting under the Secretary of the Army. Involving a positive cost-benefit ratio, these projects will provide flood control, navigation, power and recreation resources to the areas served.

The 13 river basins and amounts authorized are:

Basin	Act of Congress	Amount
Alabama-Coosa River Basin.....	Mar. 2, 1945	\$6,000,000
Arkansas River Basin.....	June 28, 1933	6,000,000
Brazos River Basin.....	Sept. 3, 1954	19,000,000
Columbia River Basin.....	June 28, 1944	39,000,000
Mississippi River and tributaries.....	May 15, 1928	220,000,000
Missouri River Basin.....	June 28, 1938	85,000,000
North Branch, Susquehanna River Basin.....	July 3, 1958	72,000,000
Ohio River Basin.....	June 22, 1936	23,000,000
Red River Waterway project.....	Aug. 13, 1968	60,000,000
San Joaquin River Basin.....	Dec. 22, 1944	46,000,000
Santa Ana River Basin.....	June 22, 1936	2,000,000
South Platte River Basin.....	May 17, 1950	22,000,000
Upper Mississippi River Basin.....	June 28, 1938	2,000,000

## AIRPORT AND AIRWAY DEVELOPMENT ACT AMENDMENTS OF 1976

(Public Law 94-353)

Civil aviation performs a vital role in terms of its contribution to the national economy and the amenities of American life. Increases in commercial carrier passenger volume and miles flown by general aviation are significant measures. The benefits of air travel are by no means limited to individuals travelling; they include business transactions facilitated by air transportation, service in production, manufacturing and marketing of goods, payrolls in industry sectors ranging from aircraft manufacture to airline operation, and economic impact of airport development.

This Act effectively addresses the continued need for development of a national system of airports and airways sufficient to meet our current and future needs.

Safe and efficient movement of aircraft remains a top priority under this Act. It is also recognized that the inefficient movement of travelers and their baggage within the terminals has resulted in congestion and delays.

Further, aircraft noise has resulted in curfews and other operational constraints which have restricted the use of existing facilities and have caused problems relating to the safety of the system. Because of the noise emanating from the operation at airports full utilization and expansion of airports to accommodate current and future traffic have been hampered.

Thus, this Act extends the obligational authority through September 30, 1980, for the acquisition, establishment, and improvement of air navigational facilities.

Airport development is defined for purposes of this Act to include snow removal equipment and noise suppressing equipment and the acquisition of land to insure that such land is used only for purposes which are compatible with the noise levels of the operation of a public airport.

Under this Act, "air carrier airport", "commuter service airport", "general aviation airport" (public airports which are not air carrier airports), and "reliever airport" (general aviation airports designated by the Secretary of Transportation) are defined.

A total obligation in any fiscal year of \$150,000,000 for airport sys-



tems planning grants is permitted. Appropriations are authorized through fiscal year 1980 for the development of air carrier airports and general aviation airports; authorizes appropriations through fiscal year 1980 for air navigation facilities.

The Act required that by October 1 of each fiscal year funds made available for such period for grants under such Act for air carrier and reliever airports shall be apportioned by the Secretary according to a dollar-for-passenger formula to carrier airports. Provides the amounts to be allocated to carrier airports for fiscal year 1976, including the period July 1, 1976, to September 30, 1976, and for the fiscal years through 1980. Requires that by such dates the Secretary shall also apportion funds for general aviation airport development, according to a population and land area formula to the States, and in part according to the Secretary's discretion.

This Act allows the Federal share of project costs under such Act to be 90% with respect to air carrier airports enplaning less than one-quarter of one percent of the total of enplaned passengers each year, and 90% for commuter services and general aviation airports, and 75% for all other airports. Such share for fiscal year 1979 and 1980 shall be 80%.

The Secretary is directed to offer terms and conditions in project approvals which provide for obligation of funds over more than one fiscal year for projects extending more than one fiscal year.

Upon certification by the sponsor of any air carrier airport that such airport has on the date of the submission of the project application all the safety and security equipment required for certification, the Secretary may approve as allowable projects for airport development at such airport specified terminal development projects which are directly related to the movement of passengers and baggage.

The Secretary is permitted to make grants from funds for several aviation airport development projects to States for the management of a demonstration program for such airports in such States. Directs the Secretary to report by March 31, 1978, on the results of any such demonstration programs of which there shall be no more than four.

Title II of this Act authorizes the Secretary to carry out under the Federal Aviation Act such demonstration projects as he determines necessary in connection with research and development activities and authorizes appropriations to carry out such demonstration projects.

Title III authorizes expenditures from the Airport and Airway Trust Fund for development of terminals. Directs the Secretary of Transportation to prepare and publish a revised National Airport system Plan for the development of public airports in the United States.

## PUBLIC WORKS EMPLOYMENT ACT OF 1976

(Public Law 94-369)

This Act effectively targets Federal monies to State and local governments hit hardest by recessionary trends for the purpose of accelerating economic recovery through public works programs.

This Act became law on July 22, 1976, following House and Senate overrides of a Presidential veto.

**TITLE I.—LOCAL PUBLIC WORKS CAPITAL DEVELOPMENT AND  
INVESTMENT ACT OF 1976**

The Secretary of Commerce, acting through the Economic Development Administration, is authorized to make grants for any State or local public works project including but not limited to those public works projects for which Federal financial assistance is authorized under provisions of law other than this Act; and (2) the architectural design, engineering, and related planning of local public works projects.

The Federal share of any project for which a grant is made under this Act shall be 100% of the cost of such project. Further, the Secretary is authorized to make a supplemental grant for the purpose of increasing to 100% the Federal share of public works projects already authorized. Grants are also authorized for the State or local share of a State/local program, but not for both.

In prescribing the rules, regulations and procedures for carrying out this Act the Secretary must consider, among other factors: (1) the severity and duration of unemployment within the project areas, (2) the extent of underemployment in the project areas, and (3) the extent to which the project will contribute to the reduction of unemployment.

This Act authorizes appropriations of \$2,000,000,000 through fiscal year 1977 to carry out this title. It is further stipulated that not less than one-half of 1 percent nor more than 12½ percent of allotments authorized under this title shall be authorized for local public works projects within any one State.

*Title II—Antirecession Provisions*

The Secretary of the Treasury is directed to make payments to State and local governments to coordinate budget-related actions by such governments with Federal efforts to stimulate economic recovery and to maintain essential government services.

State and local governments, hit hard by recessionary trends, often times have to resort to a cut back in essential services to the public. At a time when a demand for certain services—unemployment compensation, food stamps, and welfare—is greatest the State and local governments are hard pressed to supply such services. Though the cost of some or all of these programs may be borne by the Federal government, the administrative cost falls on the local governments which are in no position to add more staff to meet increased administrative burden. Further, there is often times a cut back in the public service performed by the local police and fire departments. Thus, State and local government budget actions often time run contrary to Federal efforts to stimulate the national economy.

This Act authorizes appropriations to State and local governments for five calendar quarters beginning July 1, 1976, based upon \$125,000,000 plus \$62,500,000 multiplied by the number of one-half percentage points by which the unemployment rate exceeds six percent for the most recent calendar quarter, seasonally adjusted. The aggregate appropriations under such formula is limited to \$1,250,000,000. One-third of the quarterly appropriations are allocated to States and two-thirds for payments to local governments. Appropriations shall be allocated among the State and local governments based upon such units' unemployment rates and revenue sharing amounts.



State and local governments receiving payments under this title must assure the Secretary in writing that they have made substantial economies in their operations and that such payments are necessary to maintain essential services. Such payments to State and local governments are terminated when their unemployment rate drops to 4.5 percent or less.

This Act requires the Congressional Budget Office and the Advisory Commission on Intergovernmental Relations to conduct a study to determine the most effective means by which the Federal government can stabilize the national economy during periods of rapid economic growth and high inflation by programs directed toward State and local governments.

*Title III—Federal Water Pollution Control Act Amendments*

This title authorizes \$700,000,000 for the fiscal year ending September 30, 1977, for grants for the construction of publicly owned wastewater treatment works, pursuant to title II of the Federal Water Pollution Control Act.

WAR RISK INSURANCE EXTENSION

(Public Law 94-379)

The premium war risk insurance program is intended to provide coverage for American air carriers in addition to what is available commercially. The coverage of war risk is necessary because the ordinary aviation insurance policy covers only the usual perils of fire, damage, and other risks, and excludes certain named "war risks" from coverage.

This Act extends the authority of the Secretary of Transportation to provide such insurance to May 7, 1976.

NORRIS COTTON BUILDING

(Public Law 94-382)

Senator Norris Cotton was elected in 1946 to the House of Representatives where he served four consecutive terms. After completing the unexpired term of the late Senator Toby, he was elected to three consecutive full terms in the Senate. There, he served as a ranking minority member of the Committee on Commerce. Further, as a ranking member of the Committee on Appropriations his work in the areas of labor, health, education, and welfare proved to be the most gratifying of his long career.

In view of his long distinguished career it is fitting to name the new Federal building in Manchester, New Hampshire, as the "Norris Cotton Building".

HAZARDOUS MATERIALS TRANSPORTATION ACT AMENDMENTS OF 1976

(Public Law 94-474)

This Act authorizes appropriation of \$5,000,000 per fiscal year through September 30, 1978, to the Secretary of Transportation for

the purpose of carrying out the Secretary's duties imposed by the Hazardous Materials Transportation Act (Title I, P.L. 93-633) and which were delegated by the Secretary to the Materials Transportation Bureau of the Department of Transportation.

Basically, the Secretary's delegation of authority to the Bureau with respect to hazardous materials covers all safety aspects for the shipment and transportation of hazardous materials in commerce, and for the manufacture of containers and packaging materials to be used in the transportation of hazardous materials.

#### TERRY SCHRUNK PLAZA

(Public Law 94-476)

The late Terry D. Schrunk was a distinguished Oregonian who served as mayor of the city of Portland from January 1957 until his retirement in January 1973. During this period of service he was chosen as president of the United States Conference of Mayors and as president of the League of Oregon Cities.

Terry Schrunk is remembered by Oregonians for his commitment to the betterment of urban life in that State. Therefore, it is fitting and proper that the plaza area of the Federal building in Portland, Oregon, be designated the "Terry Schrunk Plaza".

#### INDEPENDENT SAFETY BOARD ACT AMENDMENTS

(Public Law 94-481)

The Independent Safety Board Act of 1974 was amended to authorize \$3,800,000 for the transition quarter beginning July 1, 1976, and ending September 30, 1976, \$15,200,000 for the fiscal year ending September 30, 1977, and \$16,400,000 for the fiscal year ending September 30, 1978.

#### PUBLIC WORKS AND ECONOMIC DEVELOPMENT ACT AMENDMENTS OF 1976

(Public Law 94-487)

The Public Works and Economic Development Act was enacted in 1965 (P.L. 89-136) to permit Federal assistance to areas and regions suffering from high unemployment and underemployment.

Its purpose is to provide Federal assistance, in cooperation with the States and localities, to enable areas and regions suffering economic distress to help themselves develop the planning and financial capability for long lasting economic improvement and the creation of permanent jobs.

The act emphasizes long-range planning for economic growth and provides technical assistance, public facility grants and loans, business loans and guarantees, and other assistance as tools to implement these plans.

The 1976 Amendments generally extend the programs authorized by the Public Works and Economic Development Act for three additional years through September 30, 1979. Except for the funding



authorized for the Public Facility Grant Program of Title I, which was increased by \$175 million annually, existing programs are extended at currently authorized levels of funding. Total authorizations for the three-year extension through fiscal year 1979 are \$4.8 billion.

The 1976 Amendments also make other significant changes. The amendments expand the purpose of the legislation to authorize assistance to both rural and urban areas in their long-term economic distress, and to assist in the rehabilitation of areas where long-term economic deterioration has occurred.

Title II of the act (the Business Development Loan Program) is amended to authorize the Secretary to repay existing liens where he determines it essential to save employment, avoid a significant rise in unemployment or create new employment. Title II also authorizes an interest subsidy up to 4% on any loans guaranteed under the title.

A new section under Title II authorizes the Secretary to make interest-free loans to "redevelopment areas" designated under the act. Once an area has a redevelopment plan approved by the Secretary of Commerce, these funds may be re-loaned by the area to carry out a number of economic development activities. As these loans are repaid, the funds are to be placed in an economic development revolving fund in order that other loans approved by the Secretary can be made for the development of the distressed area.

Title IV of the act is amended to permit greater participation of urban areas by allowing a greater number of municipalities to be eligible for designation as "redevelopment areas" and therefore eligible to receive assistance under the act. The population ceiling for municipalities eligible for designation under this section is reduced from 250,000 to 25,000.

Title IX, the Economic Adjustment Assistance Program, is amended to include long-term economic deterioration as a condition for which assistance may be provided.

The Job Opportunities program, authorized by Title X of the act, is extended with a series of amendments which provide that this program become a standby antirecession measure to become operative only when unemployment reaches 7 percent nationally for the preceding calendar quarter. Title X would provide project opportunities on a priority basis for areas of highest unemployment authorizing \$81,250,000 for each calendar quarter.

In addition to the changes made to existing programs authorized by the act, the 1976 amendments authorize and request the President to call a White House Conference on Balanced National Growth and Economic Development within one year after enactment of the legislation. The Conference will be composed of representatives of Federal, State and local governments and the broad spectrum of the private sector. A report of the Conference is to be submitted to the President who is to forward to the Congress his recommendations for implementing the recommendations contained in the report.

PHIL M. LANDRUM FEDERAL BUILDING AND POST OFFICE

(Public Law 94-498)

Congressman Phillip M. Landrum was elected to the 83rd Congress on November 4, 1952, and was reelected to eleven consecutive terms.

He has been a leading sponsor and co-sponsor of legislative proposals enacting major tax reform as a Member of the House Ways and Means Committee. He also served on the House Education and Labor Committee and on the recently created House Budget Committee.

In view of his long and distinguished career it is fitting and proper that the Federal building and United States Post Office in Jasper, Georgia, be named in his honor as the "Phil M. Landrum Federal Building and Post Office".

#### MICHAEL J. KIRWAN POST OFFICE

(Public Law 94-500)

Congressman Kirwan was elected to Congress in 1936 and served until his death on July 27, 1970. As Chairman of the Subcommittee on Appropriations for Public Works he served not only the State of Ohio but the entire country in helping to build America and to provide for numerous water resources, navigation and interstate road programs. In view of his long and distinguished career as a public servant it is fitting and proper to name the Post Office in Youngstown, Ohio, the "Michael J. Kirwan Post Office."

#### RAY J. MADDEN POST OFFICE BUILDING

(Public Law 94-501)

Congressman Madden was elected to the 78th Congress on November 4, 1942, and was reelected to sixteen consecutive terms. Mr. Madden has held various committee posts while serving in Congress. He served on the Post Office and Postal Roads Committee during the 78th Congress and the Labor and Education Committee during the 80th Congress. In the early 1950's, Mr. Madden chaired the committee to investigate the Katyn Forest Massacre. He was cochairman of the Legislative Reorganization Committee in the 1960's and is a past chairman of the Democratic Steering Committee. Congressman Madden has served as chairman of the House Rules Committee for the last four years and has been a member of that committee since 1949.

In view of his long and distinguished career and his many years of outstanding service to the people of his district and to his country, it is fitting and proper that the Post Office building in Gary, Indiana, be named in his honor as the "Ray J. Madden Post Office Building".

#### HERMAN T. SCHNEEBELI FEDERAL BUILDING

(Public Law 94-506)

Congressman Schneebeli was elected to the 86th Congress in 1960 and was reelected to sixteen consecutive terms. He has served on the Public Works Committee, the Budget Committee, the Joint Committee on Internal Revenue and Taxation, and is presently the ranking Republican Member of the House Ways and Means Committee. In view of his long and distinguished career as a public servant it is fitting and proper to name the Federal building in Williamsport, Pennsylvania, the "Herman T. Schneebeli Federal Building".



## JOE L. EVINS POST OFFICE AND FEDERAL BUILDING

(Public Law 94-507)

Congressman Joe L. Evins was elected to the 80th Congress November 5, 1946, and served in succeeding Congresses through 1976. During his years in Congress he served admirably as Chairman of the Subcommittee on Public Works Appropriations of the House Appropriations Committee; Chairman of the Subcommittee on Housing and Urban Development Appropriations Subcommittee; and Chairman of the Small Business Committee. He served the Congress in a most commendable manner. It is, therefore, fitting and proper to designate the Post Office and Federal building in Smithville, Tennessee, the "Joe L. Evins Post Office and Federal Building".

## J. ALLEN FREAR BUILDING

(Public Law 94-510)

Allen Frear was elected to the United States Senate in 1948 and was re-elected in 1954. Senator Frear contributed to the course of government and Nation by serving on the Banking and Currency Committee, the Senate Finance Committee, the Joint Committee on Defense Production and the Joint Committee on Internal Revenue Taxation. After service in the Senate, he was appointed to the Securities and Exchange Commission in 1961, from which he resigned in 1963.

In view of his distinguished career it is fitting and proper to designate the Federal office building in Dover, Delaware, as the "J. Allen Frear Building".

## DESIGNATING THE GEORGE WASHINGTON SQUARE

(Public Law 94-512)

This bill names a portion of the site of the Anthony J. Celebrezze Federal Building in Cleveland, Ohio, the "George Washington Square".

The Early Settlers Association of the Western Reserve and the Downtown Community Development Program in the City of Cleveland proposed, in commemoration of the Bicentennial, to name a portion of the site of this Federal building upon which has been erected a statue of the first President of the United States as the "George Washington Square".

The committee views it to be fitting that a portion of the site of the Anthony J. Celebrezze Federal Building be named after the founding father of our Nation in commemoration of the great events of his military and political life.

## SENATOR DENNIS CHAVEZ FEDERAL BUILDING

(Public Law 94-513)

Senator Chavez was a member of the New Mexico State House of Representatives in 1923-24 and was elected to the 72nd Congress in



1931. On May 11, 1935, he was appointed as Senator from the State of New Mexico and was reelected in the following four terms until his death in Washington on November 18, 1962.

New Mexicans remember this fine man as a hard worker, an honest man, a credit to his State and country. Therefore, it is fitting to name the Federal building in Albuquerque, New Mexico, the "Senator Dennis Chavez Federal Building".

#### PUBLIC BUILDINGS COOPERATIVE USE ACT OF 1976

(Public Law 94-515)

Congressman Stephens was elected to the 87th Congress in 1960 and served with distinction until his pending retirement in 1976. During his years in the Congress he served as Chairman of the Subcommittee on Historic Preservation and Coinage of the Banking, Currency and Housing Committee; Chairman of the Small Business Subcommittee of the Committee on Banking, Currency and Housing; and was a member of the Interior and Insular Affairs Committee. Mr. Stephens has been a driving force behind legislation designed to assist the entire country. He served the Congress and his constituents with commitment and devotion. Therefore, it is fitting and proper to name the Federal office building in Athens, Georgia, the "Robert G. Stephens Federal Building".

#### ELIZABETH KEE FEDERAL BUILDING

(Public Law 94-516)

Congresswoman Kee was elected to the 82nd Congress on July 17, 1951, to fill the vacancy caused by the death of her husband. She was reelected to the 83rd Congress and five succeeding Congresses until her retirement on January 3, 1965.

She was an eloquent Member of the Congress who served the Nation and her constituents in a commendable manner. Therefore, it is fitting and proper to name the Federal office building in Bluefield, West Virginia, the "Elizabeth Kee Federal Building".

#### R. E. BOB WOODRUFF RESERVOIR

(Public Law 94-538)

The Jones Bluff Lock and Dam is located on the Alabama River in Lowndes and Autauga Counties. Construction was begun in 1966 and is scheduled for completion in 1978 at an estimated cost of approximately \$74 million.

The reservoir, formed by the lock and dam, extends 82 miles up the Alabama and Coosa Rivers to Wetumpka, Ala. It constitutes a vital link in the navigation system of the Alabama River, which provides a nine-foot deep navigation channel to Montgomery, Ala. The estimated future annual commerce on the Alabama River is over three million tons. The reservoir also will be accessible to a large part of the population of central Alabama for recreational uses.

The late R. E. "Bob" Woodruff was a community leader and probate judge in Lowndes County, Ala. The Jones Bluff Lock and Dam is partially located in Lowndes County, Ala. R. E. "Bob" Woodruff had the foresight to realize the benefits that development of the Alabama-Coosa River system could bring to central Alabama. He remained an advocate of this important project until his death in 1950. Designating the reservoir formed by Jones Bluff Lock and Dam as the R. E. "Bob" Woodruff Reservoir is a fitting tribute to this outstanding citizen.

## PUBLIC BUILDINGS COOPERATIVE USE ACT OF 1976

(Public Law 94-541)

The Act amends the Public Buildings Act of 1959 in order to preserve buildings of historical or architectural significance through their use for Federal public building purposes, and amends the Act of August 12, 1968, relating to the accessibility of certain buildings to the physically handicapped.

Title I, cited as the "Public Buildings Cooperative Use Act of 1976", directs the Administrator of the General Services Administration to acquire space for Federal offices in buildings of historic, architectural, or cultural significance, unless use of such space would not prove feasible and prudent compared with available alternatives. The legislation directs the Administrator prior to undertaking a survey of public buildings needs of the Federal Government within a geographical area to request the Chairman of the Advisory Council on Historic Preservation to identify existing buildings in the community that are of architectural, cultural or historic interest and suitable for purchase to convert into Federal office space. The legislation further encourages the Administrator to lease space on pedestrian levels in Federal buildings to persons or firms engaged in commercial, cultural, educational or recreational activities in order to encourage the public use of public buildings. Lastly, it encourages the Administrator to make available, on occasion, auditoriums, meeting rooms, courtyards, rooftops and lobbies of public buildings for cultural, recreational, and educational activities.

Title II of H.R. 15134 amends the act of August 12, 1968, relating to the accessibility of certain buildings to the physically handicapped. The legislation would impose a clear statutory mandate that Federal agencies named in the Architectural Barriers Act insure that public buildings are made accessible to the physically handicapped. The legislation would include within the coverage of the act all Government-leased buildings and facilities intended for public use or in which the physically handicapped might be employed, all privately owned buildings leased to the Government for public housing, and the Postal Service. Agencies named in the act would be required to establish a system of continuing surveys and investigations to insure compliance with prescribed standards. In addition, the Architectural and Transportation Barriers Compliance Board established by section 502 of the Rehabilitation Act of 1973 shall report to the Public Works and Transportation Committee of the House of Representatives and the Public Works Committee of the Senate annually on its activities and



actions to insure compliance with the standards prescribed under this act. Further, an annual report to Congress is required on GSA's activities and those of other departments, agencies, and instrumentalities of the Federal Government on standards issued, revised, amended, or repealed under this Act and all waivers of such standards granted.

#### OZARK-JETA TAYLOR LOCK AND DAM

(Public Law 94-543)

Authorized in 1946, the Ozark Lock and Dam is an integral part of the McClellan-Kerr Arkansas River Navigation System. The project provides for navigation and hydroelectric power, as well as other purposes. The lock and dam was completed in 1969, and the balance of the project is nearly complete.

Jeta Taylor was a pioneer in the movement that led to navigation on the Arkansas River and worked for more than 30 years to see the Ozark Lock and Dam become a reality. He was president of the Arkansas Basin Association from 1963 to 1965 and served as a member of the board of directors subsequent to that time. He died in 1973.

In view of Mr. Taylor's efforts on behalf of the project it is fitting that the Ozark Lock and Dam be redesignated as the Ozark-Jeta Taylor Lock and Dam.

#### FEDERAL WATER POLLUTION CONTROL ACT AMENDMENTS

(Public Law 94-558)

Title II of the Federal Water Pollution Control Act, as amended, was amended by adding new sections as follows:

##### "LOAN GUARANTEES FOR CONSTRUCTION OF TREATMENT WORKS"

"SEC. 213. (a) Subject to the conditions of this section and to such terms and conditions as the Administrator determines to be necessary to carry out the purposes of this title, the Administrator is authorized to guarantee, and to make commitments to guarantee, the principal and interest (including interest accruing between the date of default and the date of the payment in full of the guarantee) of any loan, obligation, or participation therein of any State, municipality, or intermunicipal or interstate agency issued directly and exclusively to the Federal Financing Bank to finance that part of the cost of any grant-eligible project for the construction of publicly owned treatment works not paid for with Federal financial assistance under this title (other than this section), which project the Administrator has determined to be eligible for such financial assistance under this title, including, but not limited to, projects eligible for reimbursement under section 206 of this title.

"(b) No guarantee, or commitment to make a guarantee, may be made pursuant to this section—

"(1) unless the Administrator certifies that the issuing body is unable to obtain on reasonable terms sufficient credit to finance its actual needs without such guarantee; and



“(2) unless the Administrator determines that there is a reasonable assurance of repayment of the loan, obligation, or participation therein.

A determination of whether financing is available at reasonable rates shall be made by the Secretary of the Treasury with relationship to the current average yield on outstanding marketable obligations of municipalities of comparable maturity.

“(c) The Administrator is authorized to charge reasonable fees for the investigation of an application for a guarantee and for the issuance of a commitment to make a guarantee.

“(d) The Administrator, in determining whether there is a reasonable assurance of repayment, may require a commitment which would apply to such repayment. Such commitment may include, but not be limited to, (1) all or any portion of the funds related by such grantee under section 204(b)(3) of this Act, and (2) any funds received by such grantee from the amounts appropriated under section 206 of this Act.”

### WATER RESOURCES DEVELOPMENT ACT

(Public Law 94-587)

This legislation is the biannual authorization of the rivers and harbors works of the Corps of Engineers for flood control, navigation, and other purposes. The total cost of the bill is approximately \$600 million for projects recommended by the Corps and other provisions affecting the operation of the water resources program generally.

The Corps of Engineers has recommended projects to prevent or reduce damages caused by flood waters; to provide for municipal, agricultural, and industrial use; to generate hydroelectric power; to protect beaches and streambanks; to provide recreational facilities; and to develop and improve the Nation's navigation facilities. These projects will provide lasting improvements which will benefit the country for many years.



*Public building project resolutions approved pursuant to the Public Buildings  
Act of 1959, as amended*

<i>Project</i>	<i>Date Approved</i>
Relocation of the Consolidated Federal Law Enforcement Training Center from Beltsville, Md., to the Glynco Naval Air Station at Brunswick, Ga.	April 22, 1975.
Social Security Administration National Headquarters Buildings.	May 22, 1975.
Revised prospectus for the Courthouse and Federal Office Building, Charlotte Amalie, St. Thomas, Virgin Islands.	Sept. 11, 1975.
Revised prospectus for construction of Richard B. Russell Federal Building, Atlanta, Ga.	Nov. 20, 1975.
Prospectus proposing construction of a Courthouse Annex, and Motorpool and Vehicle Maintenance Facility in Miami, Fla.	Do.
Prospectus proposing alterations at the Woodlawn, Maryland Social Security Operations Building.	Do.
Revised Prospectus proposing alterations at the Everett McKinley Dirksen Building, Chicago, Ill.	Do.
Revised Prospectus proposing alterations at the Archives Building, Washington, D.C.	Do.
Prospectus proposing alterations at the San Francisco, Calif. Federal Building and Courthouse.	Do.
Revised prospectus proposing alterations at the State Department Building, Washington, D.C.	Do.
Prospectus proposing extension of lease for space at 1717 H Street, NW., Washington, D.C.	Do.
Prospectus proposing the exercising of two five year renewal options for space at One McPherson Square, 1425 K Street NW., Washington, D.C.	Do.
Resolution providing for a study of a new Federal office building in Altoona, Pa.	Do.
Resolution providing for a study of a new Federal office building in Jefferson City, Mo.	Do.
Resolution providing for a study of a new Federal office building in San Francisco, Calif.	Nov. 20, 1975.
Revised prospectus for purchase contract construction of a Courthouse, Federal Building and Parking Facility in Anchorage, Alaska.	Mar. 3, 1976.
Revised prospectus proposing construction of a U.S. Courthouse in Madison, Wis.	Do.
Revised prospectus proposing alterations at Appraisers Building in San Francisco, Calif.	Do.
Revised prospectus proposing alterations at Federal Building in Chicago, Ill.	Do.
Prospectus proposing alterations at U.S. Customs Court and Federal Building in New York, N.Y.	Do.
Prospectus proposing alterations at U.S. Customs Court and Federal Building in Binghamton, N.Y.	Do.
Revised prospectus proposing alterations at U.S. Courthouse in Washington, D.C.	Do.
Revised prospectus proposing alterations at the Federal Building and U.S. Courthouse in Columbus, Ohio.	Do.
Revised prospectus proposing alterations at the Post Office, Courthouse and Customhouse in Albany, N.Y.	Do.
Prospectus proposing alterations at the Federal Building and U.S. Courthouse in Camden, N.J.	Do.
Prospectus proposing alterations at the Federal Building in Kansas City, Mo.	Do.



*Public building project resolutions approved pursuant to the Public Buildings Act of 1959, as amended—Continued*

<i>Project</i>	<i>Date Approved</i>
Prospectus proposing alterations at the U.S. Customhouse in Portland, Oreg.	Mar. 3, 1976.
Prospectus proposing alterations at the U.S. Post Office and Courthouse in Amarillo, Tex.	Do.
Prospectus proposing alterations at the GSA Stores Depot (Warehouse B) in Franconia, Va.	Do.
Revised prospectus proposing alterations at the Agriculture Annex in Washington, D.C.	Do.
Revised prospectus proposing alterations at the Federal office building at 101 Indiana Avenue, Washington, D.C.	Do.
Revised prospectus proposing alterations at the Justice Building in Washington, D.C.	Do.
Prospectus proposing alterations at the Navy Yard Annex 159 in Washington, D.C.	Do.
Revised prospectus proposing alterations at the Veterans Administration Building in Washington, D.C.	Do.
Prospectus proposing extension of lease for space at 1717 Pennsylvania Avenue, NW., Washington, D.C.	Do.
Prospectus proposing extension of lease for space at 110 South Paca Street, Baltimore, Md.	Do.
Prospectus proposing extension of lease for space at 30 West Broadway, New York, N.Y.	Do.
Prospectus proposing extension of lease for space at the Ames Center Building, 1820 North Fort Myer Drive, Arlington, Va.	Do.
Resolution providing for a study of a new Federal office building in Rock Springs, Wyo.	Do.
Resolution providing for a study of a new Federal office building in Texarkana, Tex.	Do.
Resolution providing for a study of a new Federal office building in Lansing, Mich.	Do.
Resolution providing for a study of a new Federal office building in Savannah, Ga.	Do.
Revised prospectus proposing construction of four additional residences at Border Station, Alaska Highway, Alaska.	June 29, 1976.
Revised prospectus proposing increase in maximum cost for the U.S. Tax Court Building in Washington, D.C.	Do.
Revised prospectus proposing alterations at the Central Heating Plant in Washington, D.C.	Do.
Revised prospectus proposing alterations at the West Heating Plant in Washington, D.C.	Do.
Revised prospectus proposing alterations at U.S. Customhouse in Chicago, Ill.	Do.
Revised prospectus proposing increase in maximum cost for the Federal Building in Dallas, Tex.	Do.
Revised prospectus proposing alterations at the John W. McCormack Post Office and Courthouse in Boston, Mass.	Do.
Revised prospectus proposing increase in maximum cost for U.S. Customhouse in New Orleans, La.	Do.
Revised prospectus proposing alterations at the Federal Supply Service Depot in Shelby, Ohio.	Do.
Revised prospectus to provide for modernization and restoration of the Winder Building in Washington, D.C.	Do.
Prospectus proposing extension of lease for space at Crystal Plaza 05 Building, 2211 Jefferson Davis Highway, Arlington, Va.	Do.
Prospectus proposing extension of lease for space at Gramax Building, 8060 13th Street, Silver Spring, Md.	Do.
Prospectus proposing extension of lease for space at 500 North Capitol Street, Washington, D.C.	Do.
Prospectus proposing extension of lease for space at 800 North Quincy Street, Arlington, Va.	Do.
Prospectus proposing extension of lease for space at 201 East 69th Street, New York, N.Y.	Do.

*Public building project resolutions approved pursuant to the Public Buildings Act of 1959, as amended—Continued*

<i>Project</i>	<i>Date Approved</i>
Prospectus proposing extension of lease for space at 96-05 Horace Harding Expressway, Queens, N.Y.	June 29, 1976.
Prospectus proposing acquisition of lease for space at Federal Trade Commission, Washington, D.C.	Do.
Resolution providing for a study of a new Federal office building in Waynesboro, Ga.	Do.
Resolution providing for a study of a new Federal office building in Corpus Christi, Tex.	Do.
Resolution providing for a study of a new Federal office building in Ashland, Ky.	Do.
Resolution providing for a study of a new Federal office building in Chattanooga, Tenn.	Do.
Resolution for Knoxville, Tenn., authorizing the Administrator of the General Services Administration to investigate the feasibility and need for construction of a Federal building in Knoxville, Tenn.	
Prospectus which will provide for construction of a new technical and Administrative Complex at the National Aviation Facilities Experimental Center (NAFEC), located near Atlantic City, N.J.	Sept. 16, 1976.
	Do.





## WATER RESOURCE SURVEY RESOLUTIONS APPROVED

A study to determine the feasibility of additional navigation improvements in connection with the port development program of the State of Ohio along the Ohio River.

May 8, 1975. Resolution adopted by the Committee on Public Works and Transportation.

A study to determine the feasibility of providing flood protection measures along Fleischers Brook in Bergen County, New Jersey.

May 22, 1975. Resolution adopted by the Committee on Public Works and Transportation.

A study to determine the feasibility of enlarging and realigning Bayous Chevreuil, Citamon, and Verret in Louisiana in the interest of flood control.

Dec. 9, 1975. Resolution adopted by the Committee on Public Works and Transportation.

A study to determine the feasibility of a small boat harbor at Newport Beach, California.

Dec. 9, 1975. Resolution adopted by the Committee on Public Works and Transportation.

A study to determine the feasibility of using flood control corridors in Los Angeles County, California, for public transportation.

Dec. 9, 1975. Resolution adopted by the Committee on Public Works and Transportation.

A study to determine the feasibility of a small boat harbor at Little Girls Point, Michigan.

Dec. 9, 1975. Resolution adopted by the Committee on Public Works and Transportation.

A study to determine the feasibility of the restoration of the estuary at Tillamook Bay and Bar, Oregon.

Dec. 9, 1975. Resolution adopted by the Committee on Public Works and Transportation.

A study to determine the feasibility of modifying the flood protection project for Chillicothe, Ohio.

Dec. 9, 1975. Resolution adopted by the Committee on Public Works and Transportation.

A study to determine the feasibility of modifying the existing Galveston Harbor, Texas, project to provide a deepwater inshore port.

Dec. 9, 1975. Resolution adopted by the Committee on Public Works and Transportation.

A study to determine the feasibility of Federal assumption of navigation channel maintenance at Wishart Point to the Inland Waterway, Virginia.

Dec. 9, 1975. Resolution adopted by the Committee on Public Works and Transportation.

- A study to determine the feasibility of restoring Bolinas Lagoon in Marin County, California.  
Dec. 9, 1975. Resolution adopted by the Committee on Public Works and Transportation.
- A comprehensive urban water resources study in Brevard County, Florida.  
Dec. 9, 1975. Resolution adopted by the Committee on Public Works and Transportation.
- A study to determine the feasibility of local flood protection for Brewton and East Brewton, Alabama.  
Dec. 9, 1975. Resolution adopted by the Committee on Public Works and Transportation.
- A Joint Corps-Agriculture study to determine the feasibility of flood control measures in certain sub-basins of the Minnesota River Basin.  
Dec. 9, 1975. Resolution adopted by the Committee on Public Works and Transportation.
- A study to determine the feasibility of a flood control project for the Clark's River Basin, Kentucky.  
Dec. 9, 1975. Resolution adopted by the Committee on Public Works and Transportation.
- A study to determine the feasibility of federal assumption of navigation channel maintenance of Biloxi Bay to East Harrison County Industrial Park, Mississippi.  
Dec. 9, 1975. Resolution adopted by the Committee on Public Works and Transportation.
- A study to determine the feasibility of deepening the navigation channel at Christiansted Harbor, Virgin Islands.  
Dec. 9, 1975. Resolution adopted by the Committee on Public Works and Transportation.
- A study to determine the need for additional small craft harbor improvements of the Illinois shore of Lake Michigan from Waukegan North to the Illinois-Wisconsin state line.  
June 29, 1976. Resolution adopted by the Committee on Public Works and Transportation.
- A study to determine the feasibility of local flood protection for Mill Brook in Arlington, Mass.  
Sept. 23, 1976. Resolution adopted by the Committee on Public Works and Transportation.
- A study to determine the feasibility of nonstructural flood protection for the Delaware River.  
Sept. 23, 1976. Resolution adopted by the Committee on Public Works and Transportation.
- A study to determine the feasibility of beach erosion control for Surfside Beach near Freeport, Texas.  
Sept. 23, 1976. Resolution adopted by the Committee on Public Works and Transportation.
- An urban water and related land resources study for the metropolitan area of Tucson, Arizona.  
Sept. 23, 1976. Resolution adopted by the Committee on Public Works and Transportation.

A study to determine the feasibility of beach erosion control for Alameda, California.

Sept. 23, 1976. Resolution adopted by the Committee on Public Works and Transportation.

A study to determine the feasibility of extending Federal aid for nourishment costs of beach erosion control project for Pinellas County, Florida.

Sept. 23, 1976. Resolution adopted by the Committee on Public Works and Transportation.

A comprehensive water resources study for Southeastern New Hampshire.

Sept. 23, 1976. Resolution adopted by the Committee on Public Works and Transportation.

A water and related land resources study for Western Dakotas Region of South Dakota.

Sept. 23, 1976. Resolution adopted by the Committee on Public Works and Transportation.

A study to determine the feasibility of expanding the harbor facilities at Sakonnet Harbor, Rhode Island.

Sept. 23, 1976. Resolution adopted by the Committee on Public Works and Transportation.

A study to determine the feasibility of local flood protection for Flat Branch Creek and South Fork of Sangamon River in Shelby and Christian Counties, Ill.

Sept. 23, 1976. Resolution adopted by the Committee on Public Works and Transportation.

A study to determine the feasibility of the restoration of the salt marsh for wildlife enhancement at Bolas Chica, California.

Sept. 23, 1976. Resolution adopted by the Committee on Public Works and Transportation.

A study to determine the feasibility of improving the navigation system for the lower Monongahela River.

Sept. 23, 1976. Resolution adopted by the Committee on Public Works and Transportation.

A study to determine the feasibility of planning, design, and construction of small watershed projects for Upper Grand (Neosho) River and Tributaries, Kansas.

Sept. 23, 1976. Resolution adopted by the Committee on Public Works and Transportation.

A study to determine the feasibility of introducing fresh water into Mississippi and Louisiana estuarine areas to enhance fish and wild-life productivity.

Sept. 23, 1976. Resolution adopted by the Committee on Public Works and Transportation.

A study to determine the feasibility of local flood protection for Elizabeth River in the towns of Hillside and Irvington, N.J.

Sept. 23, 1976. Resolution adopted by the Committee on Public Works and Transportation.

A study to determine the feasibility of local flood protection for Fountain Creek Drainage in El Paso County, Colorado.

Sept. 23, 1976. Resolution adopted by the Committee on Public Works and Transportation.



- A study to determine the feasibility of developing hydro-electric power along the Youghiogheny River Lake, Pa.  
Sept. 23, 1976. Resolution adopted by the Committee on Public Works and Transportation.
- A study to determine the feasibility of shoreline erosion control for St. Simons Island, Ga.  
Sept. 23, 1976. Resolution adopted by the Committee on Public Works and Transportation.
- A study to determine the feasibility of improving and maintaining navigation channel at Dunedin Pass, Florida.  
Sept. 23, 1976. Resolution adopted by the Committee on Public Works and Transportation.
- A study to determine the feasibility of enlarging existing channel for Guadalupe River Channel to Victoria, Texas.  
Sept. 23, 1976. Resolution adopted by the Committee on Public Works and Transportation.
- A study to determine the feasibility of flood protection for Grouse Creek and Silver Creek Watersheds of the Arkansas River, Kansas.  
Sept. 23, 1976. Resolution adopted by the Committee on Public Works and Transportation.
- A comprehensive water resources study for Eastern South Dakota.  
Sept. 23, 1976. Resolution adopted by the Committee on Public Works and Transportation.
- A study to determine the feasibility of improving existing harbor at Lorain Harbor, Ohio.  
Sept. 23, 1976. Resolution adopted by the Committee on Public Works and Transportation.
- A study to determine the feasibility of extending project and Federal participation for nourishment costs of project for Dade County north of Haulover Beach Park, Florida.  
Sept. 23, 1976. Resolution adopted by the Committee on Public Works and Transportation.
- A study to determine the feasibility of constructing new breakwater for Eastport, Maine.  
Sept. 23, 1976. Resolution adopted by the Committee on Public Works and Transportation.
- A study to determine the feasibility of extending shallow-draft navigation on the Sabine River, Texas.  
Sept. 23, 1976. Resolution adopted by the Committee on Public Works and Transportation.
- A study to determine the feasibility of deepening the ship channel at Jacksonville Harbor, Florida.  
Sept. 23, 1976. Resolution adopted by the Committee on Public Works and Transportation.
- A study of salinity intrusion in Delaware River estuary.  
Sept. 23, 1976. Resolution adopted by the Committee on Public Works and Transportation.
- A study to determine the feasibility of local flood protection for Richland Creek, Illinois.  
Sept. 23, 1976. Resolution adopted by the Committee on Public Works and Transportation.

A study to determine the feasibility of constructing a levee at Mississippi-Fox Drainage Dist. #2, Alexandria, Missouri.

Sept. 23, 1976. Resolution adopted by the Committee on Public Works and Transportation.

A comprehensive water resources study for Palo Duro, Watershed, Upper Canadian Basin, Texas, Oklahoma and New Mexico.

Sept. 23, 1976. Resolution adopted by the Committee on Public Works and Transportation.





WATER RESOURCE PROJECT RESOLUTIONS APPROVED  
PURSUANT TO SECTION 201 OF THE FLOOD CONTROL  
ACT OF 1965

Project for beach erosion control and hurricane protection, Manatee County, Florida. (S. Doc. 93-37.)

May 31, 1974. Resolution adopted by Senate Committee on Public Works.

Nov. 20, 1975. Resolution adopted by House Committee on Public Works and Transportation.

Navigation project for Savannah Harbor, Georgia.

June 9, 1976. Resolution adopted by House Committee on Public Works and Transportation.

June 15, 1976. Resolution adopted by Senate Committee on Public Works.

Flood Control project for Saw Mill River at Elmsford and Greenburg, New York.

June 9, 1976. Resolution adopted by House Committee on Public Works and Transportation.

June 15, 1976. Resolution adopted by Senate Committee on Public Works.

Flood Control project for Wildcat and San Pablo Creeks, California.

June 9, 1976. Resolution adopted by House Committee on Public Works and Transportation.

June 15, 1976. Resolution adopted by Senate Committee on Public Works.

Flood Control project for Ardsley, New York.

Sept. 23, 1976. Resolution adopted by House Committee on Public Works and Transportation.

Oct. 1, 1976. Resolution adopted by Senate Committee on Public Works.

Flood Control project for Bear River Basin, California.

Sept. 23, 1976. Resolution adopted by House Committee on Public Works and Transportation.

Oct. 1, 1976. Resolution adopted by Senate Committee on Public Works.

Navigation project for Delaware River, Philadelphia, Pennsylvania, to Trenton, New Jersey.

Sept. 23, 1976. Resolution adopted by House Committee on Public Works and Transportation.

Oct. 1, 1976. Resolution adopted by Senate Committee on Public Works.

Project for beach erosion control at Fort Fisher, North Carolina.

Sept. 23, 1976. Resolution adopted by House Committee on Public Works and Transportation.

Oct. 1, 1976. Resolution adopted by Senate Committee on Public Works.

- Flood Control project for Hay Creek-Birdsboro, Pennsylvania.  
 Sept. 23, 1976. Resolution adopted by House Committee on Public Works and Transportation.  
 Oct. 1, 1976. Resolution adopted by Senate Committee on Public Works.
- Flood Control project for Iowa and Cedar Rivers, Iowa and Minnesota at Evansdale, Iowa.  
 Sept. 23, 1976. Resolution adopted by House Committee on Public Works and Transportation.  
 Oct. 1, 1976. Resolution adopted by Senate Committee on Public Works.
- Navigation project for Jonesport Harbor, Maine.  
 Sept. 23, 1976. Resolution adopted by House Committee on Public Works and Transportation.  
 Oct. 1, 1976. Resolution adopted by Senate Committee on Public Works.
- Flood Control project for Kahoma Stream, Maui, Hawaii.  
 Sept. 23, 1976. Resolution adopted by House Committee on Public Works and Transportation.  
 Oct. 1, 1976. Resolution adopted by Senate Committee on Public Works.
- Navigation project for Oregon Slouth, Oregon.  
 Sept. 23, 1976. Resolution adopted by House Committee on Public Works and Transportation.  
 Oct. 1, 1976. Resolution adopted by Senate Committee on Public Works.
- Navigation project for Petit Anse, Tigre and Carlin Bayous, Louisiana.  
 Sept. 23, 1976. Resolution adopted by House Committee on Public Works and Transportation.  
 Oct. 1, 1976. Resolution adopted by Senate Committee on Public Works.
- Navigation project for Ponce Harbor, Puerto Rico.  
 Sept. 23, 1976. Resolution adopted by House Committee on Public Works and Transportation.  
 Oct. 1, 1976. Resolution adopted by Senate Committee on Public Works.
- Navigation project for Southern Branch Elizabeth River, Virginia.  
 Sept. 23, 1976. Resolution adopted by House Committee on Public Works and Transportation.  
 Oct. 1, 1976. Resolution adopted by Senate Committee on Public Works.
- Flood Control project for Upper Guyandotte River Basin, West Virginia.  
 Sept. 23, 1976. Resolution adopted by House Committee on Public Works and Transportation.  
 June 15, 1976. Resolution adopted by Senate Committee on Public Works.

Project for beach erosion control and navigation for Grand Isle, Louisiana.

Sept. 23, 1976. Resolution adopted by House Committee on Public Works and Transportation.

Oct. 1, 1976. Resolution adopted by Senate Committee on Public Works.

Flood Control project for Virginia Beach, Virginia.

Sept. 23, 1976. Resolution adopted by House Committee on Public Works and Transportation.

Oct. 1, 1976. Resolution adopted by Senate Committee on Public Works.



WATER RESOURCE PROJECT MODIFICATIONS AP-  
PROVED PURSUANT TO SEC. 65 OF THE WATER  
RESOURCES DEVELOPMENT ACT OF 1974

Resolution for deletion of water quality storage for Kehoe Lake,  
Kentucky.

Dec. 10, 1975. Resolution adopted by the House Committee on  
Public Works and Transportation.

## WATERSHED PROJECTS APPROVED

### CANBY CREEK WATERSHED, MINNESOTA

Apr. 13, 1976. Approved by House Committee on Public Works and Transportation.

Apr. 13, 1976. Approved by Senate Committee on Public Works.

### LEONA RIVER WATERSHED, TEXAS

Apr. 13, 1976. Approved by House Committee on Public Works and Transportation.

Apr. 13, 1976. Approved by Senate Committee on Public Works.

### PALUXY RIVER WATERSHED, TEXAS

Apr. 13, 1976. Approved by House Committee on Public Works and Transportation.

Apr. 13, 1976. Approved by Senate Committee on Public Works.

### RABON CREEK WATERSHED, SOUTH CAROLINA

Apr. 13, 1976. Approved by House Committee on Public Works and Transportation.

Apr. 13, 1976. Approved by Senate Committee on Public Works.

### RED DEER CREEK WATERSHED, TEXAS

Apr. 13, 1976. Approved by House Committee on Public Works and Transportation.

Apr. 13, 1976. Approved by Senate Committee on Public Works.

### SAN FELIPE CREEK WATERSHED, TEXAS

Apr. 13, 1976. Approved by House Committee on Public Works and Transportation.

Apr. 13, 1976. Approved by Senate Committee on Public Works.

### SAND CREEK WATERSHED, KANSAS

Apr. 13, 1976. Approved by House Committee on Public Works and Transportation.

Apr. 13, 1976. Approved by Senate Committee on Public Works.

### BLACKWOOD CREEK, NEBRASKA

June 9, 1976. Approved by House Committee on Public Works and Transportation.

### ELM CREEK, TEXAS

June 9, 1976. Approved by House Committee on Public Works and Transportation.

June 15, 1976. Approved by Senate Committee on Public Works.

### LOWER LITTLE BLACK RIVER, MISSOURI

June 9, 1976. Approved by House Committee on Public Works and Transportation.

**McNAIRY-CYPRESS CREEK, TENNESSEE**

June 15, 1976. Approved by Senate Committee Public Works.

June 29, 1976. Approved by House Committee on Public Works and Transportation.

**SOUTH FORK OF BLACKWATER RIVER, MISSOURI**

June 9, 1976. Approved by House Committee on Public Works and Transportation.

**UPPER MUDDY BOGGY, OKLAHOMA**

June 9, 1976. Approved by House Committee on Public Works and Transportation.

**UPPER LITTLE BLACK RIVER, MISSOURI**

June 9, 1976. Approved by House Committee on Public Works and Transportation.

**YANTIC RIVER, CONNECTICUT**

June 9, 1976. Approved by House Committee on Public Works and Transportation.

**ZUNI PUEBLO, NEW MEXICO**

June 9, 1976. Approved by House Committee on Public Works and Transportation.

June 15, 1976. Approved by Senate Committee on Public Works.

**COTTONWOOD WALNUT CREEK, NEW MEXICO**

June 9, 1976. Approved by House Committee on Public Works and Transportation.

June 15, 1976. Approved by Senate Committee on Public Works.

**COUNTRY LINE CREEK, NORTH CAROLINA**

June 15, 1976. Approved by Senate Committee on Public Works.

June 29, 1976. Approved by House Committee on Public Works and Transportation.

**NIBBS CREEK, VIRGINIA**

June 9, 1976. Approved by House Committee on Public Works and Transportation.

**OKATOMA CREEK, MISSISSIPPI**

June 9, 1976. Approved by House Committee on Public Works and Transportation.

**ROCK CREEK, OREGON**

June 9, 1976. Approved by House Committee on Public Works and Transportation.

**SECOND BROAD RIVER, NORTH CAROLINA**

June 9, 1976. Approved by House Committee on Public Works and Transportation.

June 15, 1976. Approved by Senate Committee on Public Works.

**SHUQUALAK CREEK, MISSISSIPPI**

June 9, 1976. Approved by House Committee on Public Works and Transportation.



**SOUTH FORK, ARKANSAS**

June 9, 1976. Approved by House Committee on Public Works and Transportation.

**SOUTH TYGER RIVER (SUPPLEMENTAL) S. CAROLINA**

May 6, 1976. Approved by Senate Committee on Public Works.

June 9, 1976. Approved by House Committee on Public Works and Transportation.

**LITTLE LUCKIAMUTE RIVER, OREGON**

Apr. 13, 1976. Approved by Senate Committee on Public Works.

June 29, 1976. Approved by House Committee on Public Works and Transportation.



## SUBCOMMITTEE ON INVESTIGATIONS AND REVIEW

The activities of the Subcommittee on Investigations and Review during the 94th Congress reflected the expanded jurisdiction of the House Committee on Public Works and Transportation.

Investigative hearings covered a broad spectrum of subjects. Activities of the Environmental Protection Agency, the Department of Transportation (Federal Aviation Administration, Federal Highway Administration, National Highway Traffic Safety Administration, Urban Mass Transportation Administration), the Department of Commerce (Economic Development Administration), the Interstate Commerce Commission, the Civil Aeronautics Board, the Corps of Engineers, and the General Services Administration were monitored on a regular basis.

The oversight function often took the form of something less than formal proceedings, but there was a significant number of such proceedings.

### *Water Pollution*

Five days of hearings were held on the administration of P.L. 92-500 (the Federal Water Pollution Control Act Amendments of 1972), continuing oversight activities begun in the 93d Congress. An interim staff report (Committee Print 94-3) was the subject of two days of hearings in May, 1975, from which evolved Subcommittee recommendations for corrective amendments to the 1972 law. Several of the recommendations were included in the bill that subsequently was approved by the full committee and by the House of Representatives.

The staff worked with the General Accounting Office in a study of the permit program for municipal and industrial discharges required under Section 402 of the 1972 law. A GAO report subsequently was issued.

Substantial Member-staff effort was involved in the analysis of a complicated project in Long Island, New York. A hearing was held in Farmingdale in September, 1976.

Several memoranda were prepared on elements of the anti-pollution effort. They addressed, for example, the emerging shape of EPA's regulatory program as it related to minor point sources and nonpoint sources of pollution and the Corps of Engineers' dredge and fill permit program.

### *Aviation*

With the full committee's assumption of jurisdiction over aviation matters, the Investigating Subcommittee moved aggressively, usually in concert with the Subcommittee on Aviation, to examine a number of troublesome areas.

During 1975-76 a total of 15 days of hearings were held on (1) cockpit/tower relationships and weather-related problems; (2) cabin



safety and crashworthiness; and (3) the economics of the commercial aviation industry, involving the participation of chief executives from 14 major American airlines.

In June, 1976, the Subcommittee traveled to Keene, N.H., for a one-day hearing on the adequacy of air service to New England.

### *Highway Safety*

The Subcommittee held hearings at San Antonio, Texas, and Tampa, Florida, on the effectiveness of alcohol safety action projects. Ten such projects have been designated nationally by the National Highway Traffic Safety Administration for extended federal funding. The hearings were part of a broader effort aimed at achieving better methods of measuring the safety benefits of national highway safety standards.

A number of field interviews with truckers, manufacturers, and safety officials confirmed serious difficulties associated with the implementation of DOT's Motor Vehicle Safety Standard 121, related to achieving quicker, more controlled stops for trucks and buses.

### *Water Resources*

Growing concern over the management of completed water resource projects, plus the need to assure the availability of water in years to come, led to the holding of three field hearings on water-related topics.

On June 30-July 1, 1975, the Subcommittee studied the causes of serious flooding along the lower Mississippi River in a field inquiry at Vicksburg, Miss. On August 1, 1976, a one-day hearing was held at Grand Prairie, Texas, on the slow rate of progress in creating Lakeview Reservoir. On September 10-11, 1976, the Subcommittee examined the impact of recently promulgated lakeshore management regulations at more than 400 Corps of Engineers' lakes nationwide. That hearing was held at Anderson, S.C., near Lake Hartwell.

### *Public Buildings*

Culminating a staff investigation, the Subcommittee held hearings October 7 and 20, 1975, on the administration of the Architectural Barriers Act of 1968, enacted by Congress to make federal buildings more accessible to the handicapped. A requested GAO report concluded that the 1968 Act was having "only a minor effect" on making buildings barrier-free. The Subcommittee's inquiry provided data recommending corrective legislation.

### *General*

The Subcommittee provided background data and assisted in efforts by the full Committee to accelerate activity in public works projects as an anti-recession measure. Legislation subsequently was approved by both houses of Congress and became law over the President's veto. An examination was begun of the capital and operating assistance programs of the Urban Mass Transportation Administration, jurisdiction transferred to the Committee in the 94th Congress . . . Information unearthed by the Subcommittee on the difficulties being encountered in administering 36 categorical programs within the federal-aid highway program assisted Subcommittee and Committee

Members in reassessing that program. Amending legislation was enacted . . . A one-day hearing on economic development projects in the state of Oklahoma was held in Pryor, Okla., in July, 1976.

The Subcommittee's field work and hearings documented deficiencies in the administration of public works programs.

Efforts of the Subcommittee, however, confirmed the high potential for public works projects to lead the nation in the achievement of economic well-being in a manner consistent with broad social and environmental goals.





## PUBLICATIONS OF THE COMMITTEE ON PUBLIC WORKS AND TRANSPORTATION

- 94-1—To Increase the Federal Share on Highway Projects and Preparation of Certain Statements on Highway Projects in the States of New York, Vermont, and Connecticut. Hearings before the Subcommittee on Surface Transportation, March 5 and 6, 1975, on H.R. 3786, H.R. 3787, H.R. 3129, H.R. 3516, H.R. 3960, H.R. 3961, H.R. 4024, H.R. 4072.
- 94-2—To Extend and Amend the Appalachian Regional Development Act of 1965. Hearings on H.R. 4073, H.R. 2824, before the Subcommittee on Economic Development, March 18 and 20, 1975.
- 94-3—Interim Staff Report of the Subcommittee on Investigations and Review of the Committee on Public Works and Transportation on the Federal Water Pollution Control Act Amendments of 1972 (Public Law 92-500) (Committee Print).
- 94-4—Proposed Construction of New Social Security Administration Buildings in Woodlawn and Baltimore, Maryland. Hearing before the Subcommittee on Public Buildings and Grounds, March 26, 1975.
- 94-5—Conversion of Glymco Naval Air Station, Brunswick, Georgia, to the Consolidated Federal Law Enforcement Training Center. Hearing before the Subcommittee on Public Buildings and Grounds, April 14, 1975.
- 94-6—To Extend and Modify the Airport and Airway Development Act. Hearings before the Subcommittee on Aviation, March 17, 18, 19, 20; April 8, 9, 10, 14, 18, 19, and 21, 1975.
- 94-7—Public Works Project and Program Acceleration. Hearings on H.R. 3067 before the Subcommittee on Economic Development, March 12 and 13, 1975.
- 94-8—Local Public Works and Capital Development and Investment Program. Hearings on H.R. 5247, H.R. 5248 and related bills before the Committee on Public Works and Transportation, April 15, 16, 17, 18, 22, 23, and 24, 1975.
- 94-9—Implementation of the Federal Water Pollution Control Act (Public Law 92-500). Hearings before the Subcommittee on Investigations and Review, May 13 and 14, 1975.
- 94-10—To Amend the Act of Aug. 20, 1963, Relating to the Construction of Mint Buildings and to Authorize Appropriations for Services Necessary to Nonperformance Arts Functions of the John F. Kennedy Center. Hearing on H.R. 5620 and H.R. 6151 before the Subcommittee on Public Buildings and Grounds, May 6, 1975.

- 94-11—Relating to Certain Forest Service Timber Sale Contracts involving Road Construction. Hearing on H.R. 5077 before the Subcommittee on Surface Transportation, May 21, 1975.
- 94-12—United States Code Title 23: HIGHWAYS. (Committee Print.)
- 94-13—Visitor Protection Services at Corps of Engineers Lakes. A report to Congress from the Secretary of the Army. (Committee Print.)
- 94-14—A Revised Estimate of the Cost of Completing the National System of Interstate and Defense Highways. Communication from the Secretary of Transportation. (Committee Print.)
- 94-15—Status and Implementation of Title X "Job Opportunities Program" of the Public Works and Economic Development Act of 1965, as amended. Hearing before the Subcommittee on Economic Development, March 11, 1975.
- 94-16—To Authorize Additional Appropriations in Four River Basin Plans Authorized for Construction by the U.S. Army Corps of Engineers. Hearing before the Subcommittee on Water Resources, July 21, 1975.
- 94-17—Aviation War Risk Insurance Program. Hearing before the Subcommittee on Aviation on H.R. 8564, July 16, 1975.
- 94-18—Development of New Regulations by the Corps of Engineers, implementing section 404 of the Federal Water Pollution Control Act concerning Permits for Disposal of Dredge or Fill Material. Hearings before the Subcommittee on Water Resources, July 15, 16, 22, 1975.
- 94-19—Fuel Problems and Their Impact on the Air Transportation Industry. A briefing of the Subcommittee on Aviation, June 25, 1975. (Committee Print.)
- 94-20—TVA Bonding Authority. Hearing before the Committee on Public Works and Transportation on H.R. 9472, Sept. 19, 1975.
- 94-21—Surface Transportation. Hearings on H.R. 8235, H.R. 8430, H.R. 9544 and related bills before the Subcommittee on Surface Transportation, July 9, 10, 15, 17, 21, 22, 23, 24, 28, 29, 30, 31; Sept. 4, 8, 11, 17, 18, 23, 24, 29, 30, 1975. (2 volumes.)
- 94-22—To Amend the Federal Water Pollution Control Act. Hearings before the Subcommittee on Water Resources on H.R. 9560, Sept. 23, 24, 30, 1975.
- 94-23—Richard B. Russell Federal Office Building, Atlanta, Ga. Hearing before the Subcommittee on Public Buildings and Grounds in Atlanta, Ga., Sept. 16, 1975.
- 94-24—To Amend the Public Works and Economic Development Act of 1965, to Extend the Authorizations for a Three-year Period. Hearings before the Subcommittee on Economic Development on H.R. 9398 and related bills, Sept. 18 and 23, 1975.
- 94-25—Allotment of Grant Funds for the Construction of Publicly Owned Wastewater Treatment Works. (Committee Print.)



- 94-26—Sound and Light Performance on the East Front of the Capitol. Hearing before the Subcommittee on Public Buildings and Grounds on H.J. Res. 621 and H.J. Res. 635, Sept. 17, 1975.
- 94-27—Authorizing the Secretary of Transportation to Release Restrictions on the Use of Certain Property Conveyed for Airport Purposes Hearing before the Subcommittee on Aviation on H.R. 1313, H.R. 2575, H.R. 2740, H.R. 3440, H.R. 8508, H.R. 9617, Nov. 19, 1975.
- 94-28—Proposals for a Fourth House Office Building. Hearings before the Subcommittee on Public Buildings and Grounds, May 12 and July 17, 1975.
- 94-29—Emergency Rail Passenger Service Operating Assistance. Hearing before the Subcommittee on Surface Transportation on H.R. 10631 and H.R. 10632, Nov. 13, 1975.
- 94-30—To Amend the Federal Aviation Act of 1958 Relating to Emergency Locator Transmitters. Hearing before Subcommittee on Aviation on H.R. 7064, H.R. 8228 and H.R. 9071, Dec. 9, 1975.
- 94-31—To Amend the Federal Aviation Act of 1958 Relating to Tariff Changes. Hearing before Subcommittee on Aviation on H.R. 7017 and related bills, Nov. 12, 1975.
- 94-32—San Antonio Alcohol Safety Action Project. Hearing before the Subcommittee on Investigations and Review at San Antonio, Texas, on Aug. 8, 1975.
- 94-33—To Insure that Certain Buildings Financed with Federal Funds Utilize the Best Practicable Technology for the Conservation and Use of Energy. Hearings before Subcommittee on Public Buildings and Grounds on H.R. 7080 and H.R. 8711, Oct. 29 and 30, 1975.
- 94-34—Lower Mississippi Valley Flooding Problems. Hearing before the Subcommittee on Investigations and Review at Vicksburg, Mississippi, June 30, 1975.
- 94-35—The Effectiveness of the Architectural Barriers Act of 1968 (Public Law 90-480). Hearings before the Subcommittee on Investigations and Review, Oct. 7 and 20, 1975.
- 94-36—Current and Proposed Federal Policy on the Abatement of Aircraft Noise. Hearings before the Subcommittee on Aviation, Dec. 2, 3, 4, 10, 11, 1975; Jan. 20, 21, 27, 28, 29, 1976; Feb. 10, 11, 17, 24, 25, 26, 1976. Atlanta, Ga., Mar. 5, 1976, Miami, Florida, Mar. 26, 1976.
- 94-37—Scott-Grant Estate, Washington, D.C. Hearing before the Subcommittee on Public Buildings and Grounds on H.R. 10306, Jan. 22, 1976.
- 94-38—Revised Table for Apportioning 1978 Fiscal Year Funds for the National System of Interstate and Defense Highways. (Committee Print.)
- 94-39—Allotment of Grant Funds for the Fiscal Years Ending Sept. 30, 1977, and Sept. 30, 1978 for the Construction of Publicly Owned Wastewater Treatment Works. (Committee Print.)



- 94-40—WATERSHED PROJECTS: Canby Creek, Minn.; Leona River, Tex.; Little Luckiamute River, Oreg.; Paluxy River, Tex.; Rabon Creek, S.C.; Red Deer Creek, Tex.; San Felipe Creek, Tex.; Sand Creek, Kans. Hearings before Subcommittee on Water Resources, March 16, May 12, 13, 26, 1976.
- 94-41—To Amend the Independent Safety Board Act of 1974. Joint hearing before the Subcommittee on Aviation and the Subcommittee on Surface Transportation on H.R. 12118, Mar. 30, 1976.
- 94-42—Increases in Current Limitations in Certain River Basin Monetary Authorizations. Hearing before the Subcommittee on Water Resources on H.R. 12545, Mar. 18, 1976.
- 94-43—Aviation Safety (Volume I—An Inquiry Into Certain Aspects of Approach and Landing Weather Phenomena and Cockpit-Tower Relationship Problems). Hearings before the Subcommittee on Investigations and Review, July 30, Oct. 21 and 22, 1975.
- 94-44—Aviation Safety (Volume II—Aircraft Cabin Environment). Hearings before the Subcommittee on Investigations and Review, Feb. 3, 4, 5, 1976.
- 94-45—To Terminate the Airlines Mutual Aid Agreement. Hearings before the Subcommittee on Aviation on H.R. 1234, Nov. 20, 1975; Mar. 9 and Apr. 1, 1976.
- 94-46—Hazardous Materials Transportation Act Extension. Joint hearing on H.R. 13124 before the Subcommittee on Surface Transportation and the Subcommittee on Aviation, May 10, 1976.
- 94-47—Amendment To S. 2710, As Passed By The House of Representatives And Returned To The Senate on June 3, 1976, "An Act to Extend Certain Authorizations Under The Federal Water Pollution Control Act, As Amended." (Committee Print.)
- 94-48—Implementation of the Federal Water Pollution Control Act. Hearings before the Subcommittee on Investigations and Review, Feb. 24 and 25, 1976.
- 94-49—To Require the Civil Aeronautics Board to Grant Certain Intrastate Air Carriers the Right to Provide Interline Service with Interstate Carriers. Hearings on H.R. 10560 before the Subcommittee on Aviation, March 3 and May 4, 1976.
- 94-50—Aviation Economics. Joint hearings before the Subcommittee on Investigations and Review and the Subcommittee on Aviation, Mar. 1, 2, 4, 8, 10, 11; Apr. 27, 28, 29, 1976.
- 94-51—Public Works Employment Act of 1976. S. 3201 as passed by the House of Representatives (Committee Print.)
- 94-52—Public Works Employment Act of 1976 (S. 3201). Public Law 94-369 Together With Fact Sheet and Section-by-Section Analysis. (Committee Print.)

- 94-53—To Consider Amendments To The Urban Mass Transportation Act of 1964 To Provide Operating Assistance For Projects Located In Areas Other Than Urbanized Areas, To Provide For Mass Transportation Assistance To Meet The Needs Of Elderly and Handicapped Persons, And For Other Purposes. Hearings before Subcommittee on Surface Transportation on H.R. 3155 and Related Bills, June 2, 10, 15, and 17, 1976.
- 94-54—Airport and Airway Development Act of 1970. (Compilation.) (Committee Print.)
- 94-55—Reform of the Economic Regulation of Air Carriers. Hearings before the Subcommittee on Aviation, May 5, 6, 11, 12, 13, 18, 19, 20, 25, 26, 27; June 1, 8, 9, 16, 22, 23, 24, 29; July 1, 1976.
- 94-56—To Authorize Payment of Interest on Bonds the Proceeds of Which Were Used For Projects on the Interstate System. Hearing before the Subcommittee on Surface Transportation on H.R. 11069, Aug. 10, 1976.
- 94-57—Redetermination of Mail Rate Compensation. Hearing before the Subcommittee on Aviation on H.R. 12349, Aug. 31, 1976.
- 94-58—Public Buildings Cooperative Use Act of 1976. Hearings before the Subcommittee on Public Buildings and Grounds on H.R. 15134, Aug. 25 and 26, 1976.
- 94-59—Summary of Activities of the Committee on Public Works and Transportation for the 94th Congress for period of Jan. 14, 1975, through Sept. 22, 1976. (Committee Print.)
- 94-60—Reduced Air Fares for the Elderly, Youth, and Handicapped. Hearing before the Subcommittee on Aviation on H.R. 15026, Aug. 10, 1976.
- 94-61—Resident Alien Aircraft Registration. Hearing before the Subcommittee on Aviation on H.R. 14905, July 29, 1976.
- 94-62—Economic Development Matters—Northeast Oklahoma. Hearing before the Subcommittee on Investigations and Review at Pryor, Okla., July 6, 1976.
- 94-63—Energy Conservation in Buildings. Hearings before the Subcommittee on Public Buildings and Grounds on H.R. 14415, Aug. 9 and 10, 1976.
- 94-64—Aircraft Noise. Hearing before the Subcommittee on Aviation, Sept. 9, 1976.
- 94-65—Adequacy of Air Service to New England. Hearing before the Subcommittee on Investigations and Review at Keene, New Hampshire, June 5, 1976.
- 94-66—To Broaden the Power of the Civil Aeronautics Board to Grant Relief by Exemption in Certain Cases. Hearings before the Subcommittee on Aviation on H.R. 14623, Aug. 31 and Sept. 1, 1976.



- 94-67—Public Works Employment Act of 1976 (Review of Regulations to Title I—Local Public Works Capital Development and Investment Program) Joint Hearing before the Subcommittee on Economic Development and the Subcommittee on Investigations and Review, Aug. 31, 1976.
- 94-68—Water Resources Development Act of 1976. Hearings before the Subcommittee on Water Resources, Aug. 24, 25, 26, 31; Sept. 1, 2, 8, and 9, 1976.
- 94-69—Tampa, Florida Alcohol Safety Action Project. Hearing before the Subcommittee on Investigations and Review at Tampa, Florida, April 5, 1976.
- 94-70—Lakeview Reservoir, Grand Prairie, Texas (Construction Progress.) Hearings before the Subcommittee on Investigations and Review at Grand Prairie, Texas, Aug. 12 and 13, 1976.
- 94-71—Implementation of the Federal Water Pollution Control Act (Concerning the Southwest Sewer District, Suffolk County, Long Island, New York.) Hearing before the Subcommittee on Investigations and Review at Farmingdale, New York, Sept. 24, 1976.
- 94-72—Lakeshore Management Policies and Practices at Lakes under the Jurisdiction of the U.S. Army Corps of Engineers. Hearings before the Subcommittee on Investigations and Review at Anderson, South Carolina, Sept. 10 and 11, 1976.
- 94-73—Regulation of Carriers Subject to the Interstate Commerce Act. Hearings before the Subcommittee on Surface Transportation, Sept. 14 and 28, 1976.
- 94-74—Inspection, Repair, Rehabilitation or Replacement of Highway Bridges. Hearing before the Subcommittee on Surface Transportation, Sept. 29, 1976.
- 94-75—Special Air Safety Advisory Group Report. Hearings before the Subcommittee on Aviation, March 24 and 25, 1976.
- 94-76—Legislative History. Ninety-Fourth Congress. Committee on Public Works and Transportation, U.S. House of Representatives. (Committee Print.)